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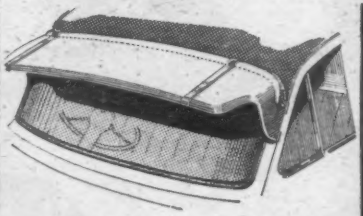

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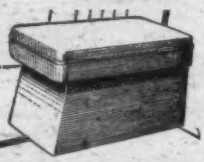

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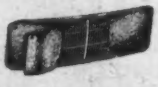

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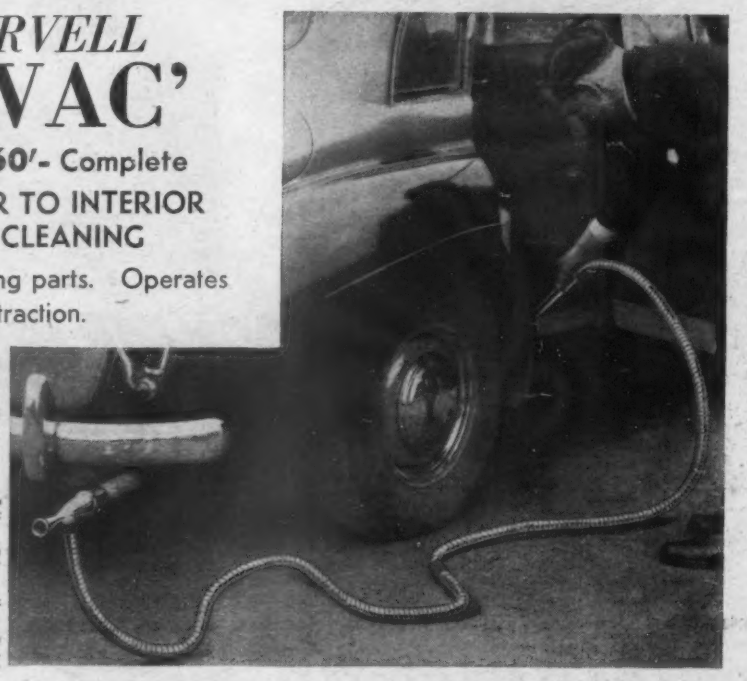

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And when the time comes to sell, the leather upholstered car invariably produces a higher price.

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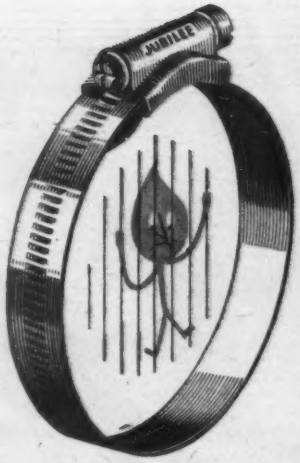

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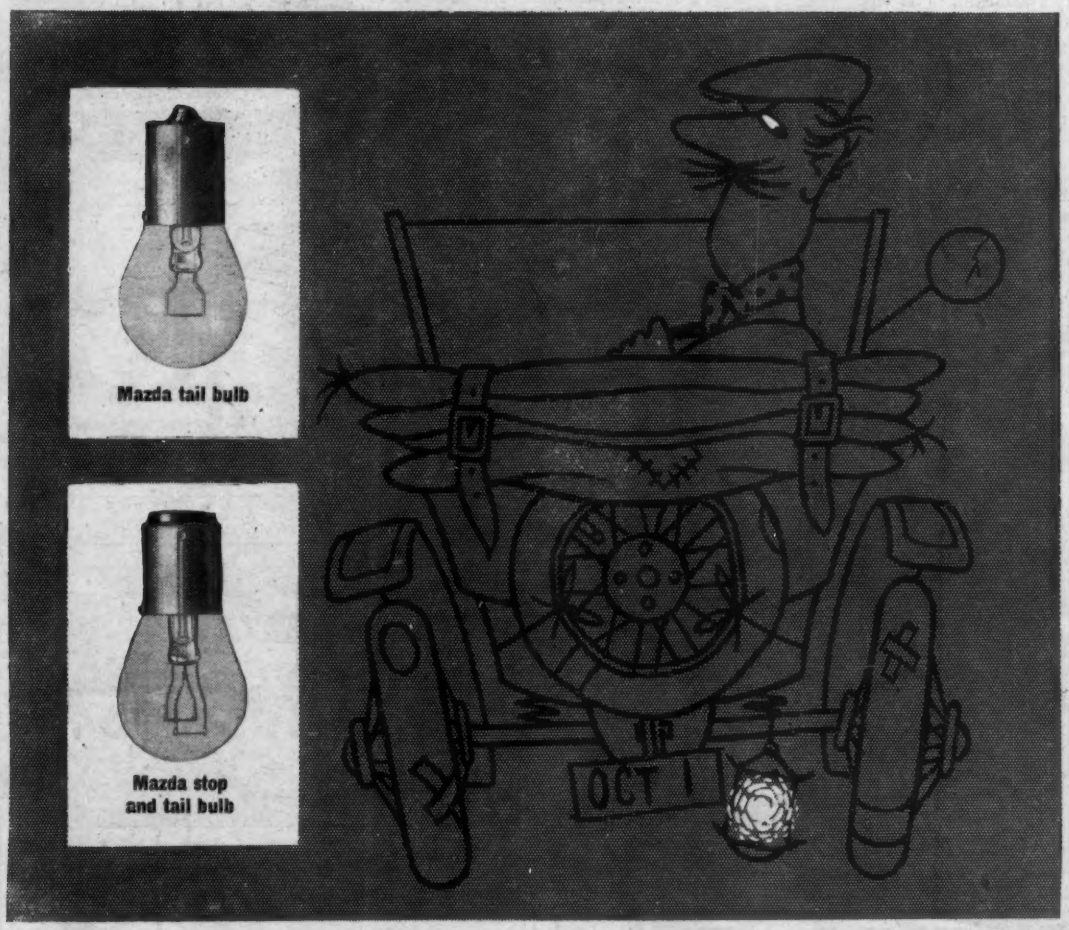

From **October 1st** every car—from the most honoured veteran to the sleekest modernist—will be required to show **identical twin rear lamps.** If your car hasn't got them, make a virtue of necessity and fit **Mazda Stop and Tail bulbs;** if your car already has twin rear lamp fittings you'll still be wise to use Mazda lamps—they're stronger than ever, last longer than ever. Thanks to their robust construction, Mazda bulbs are less liable to failure, make for safer driving.

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New protective coating gives added reliability, longer plug life

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THE ACID TEST applied to a normal untreated centre electrode shows it visibly pitted and eaten away. This results in loss of efficiency, shorter life.

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Another exclusive Lodge feature is aircraft-tested pink Sintox insulation, giving rapid acceleration, perfect slow running.

electrode chromising is exclusive to

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THE ALL BRITISH SPARK PLUG FROM ALL GOOD GARAGES

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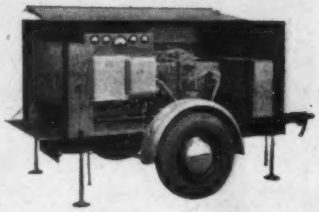

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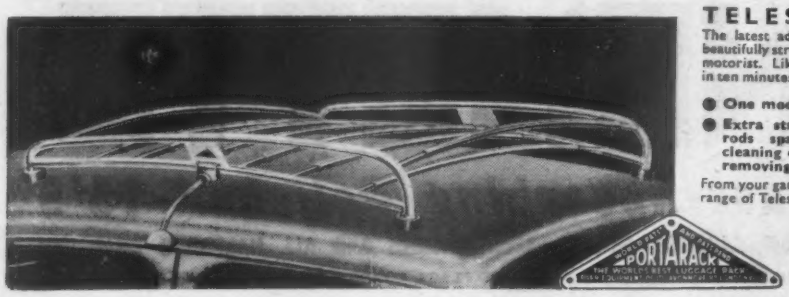

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- One model fits any car
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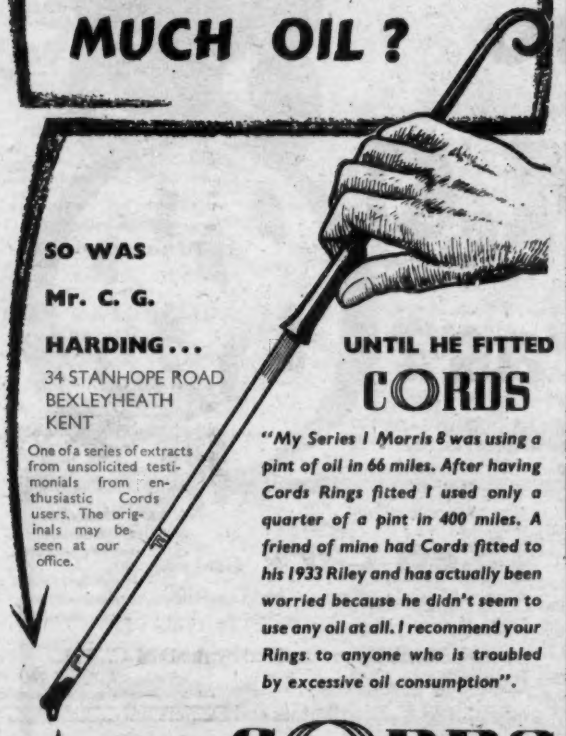

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The Autocar
FOUNDED 1895

No. 3169 Friday, 14 September 1956 Vol. 105

Comfort and Concentration

OVER-ATTENTION to the colours and frills can result in the plain necessities of life being neglected. We believe that this remark applies to the seating in too many of the mass-produced cars of the day. Motorists are offered and pay extra for heaters, radios, cigarette lighters and fancy seat covers, yet the seats themselves are often far from comfortable or well designed. What is more, the minimum of thought and design effort seems to go into seat adjustment devices to allow for the different human shapes.

It would not be unfair to say that car-seating comfort has regressed, except perhaps in special coachbuilt bodies. Some of the competitors on the annual Veteran Run to Brighton are better catered for in cars built over half a century ago than are the drivers of some modern cars that speed past them.

Probably no two people are shaped exactly the same; yet a cleverly designed seat, padded and resilient in the right places, sprung to the correct frequency and adjustable over an adequate range—preferably up and down as well as fore and aft, as on some American cars—can provide real comfort for all except the extremes of human sizes. There is much to be said for sloping (or rising) attachment rails which cause the seat to rise as it slides forward for shorter legs and smaller bodies.

In addition to static comfort and fit, the materials and shaping need to be such that we do not slide from side to side on corners and, of course, the relationship of the comfortable sitting posture to the position at the controls in the case of the driver is all-important. There is no comfort if our knees bang the steering wheel when we operate the pedals, or our elbows strike the seat edges or door as we turn the steering wheel. Even this is not all, for the rear passengers have to be considered. How often, with a long-legged driver, must the people in the rear sit with ankles jammed under the lower edge of the front seat and their knees pressed into its back?

Designers of car seats might have learned a lot had they examined the aircraft seats displayed at the Farnborough Exhibition last week. For passengers they are very strong and light, often fitted in close-pitched rows, yet comfortable and adjustable for angle. Pilots are provided with adjustment, comfort, support, yet nothing to encumber them. In this way they are enabled to give full concentration to flying with the minimum of fatigue and, in an emergency, to receive as much protection as possible.

More than simple comfort has to be considered for drivers as well as for pilots. We sit in those seats for hundreds and perhaps a thousand hours a year. They can help us to feel happily relaxed or miserably distressed. For those who were not already aware of the fact, recent American researches and reports have made it amply clear that our judgment and standard of driving is considerably affected by our state of mind. An uncomfortable driver is more likely to conduct his car inconsiderately and incompetently. Let us all, therefore, strive for greater comfort and greater safety at the same time.

More Than Skin Deep

EXAMINING the prototypes of an entirely new small car to be launched on the home market within the next few weeks, we were struck by its very high standard of finish, both on the surface and beneath it. Would the production Berkeleys be equally well finished, we enquired, or were these dolled-up for the occasion? On the contrary, came the answer, the production cars would show a considerable improvement.

We shall not be surprised if the car, described in this issue, proves to be one of several new, tiny vehicles to be introduced on the British market during the next two or three years. The article on pages 346-8 gives an interesting insight into similar Continental developments. If midget cars can offer outstanding economy as opposed to being just small, with low-powered and relatively inefficient engines, they will certainly be more than half-way to selling in quantities. But they will have little lasting success if they are of crude design and finish, or are rugged to ride in. First impressions are important, but the second glance must not bring disillusionment.

THE BERKELEY

A MOULDED MINIATURE

Famous Caravan Manufacturers Introduce an Ingenious Small Sports Car

A NEW approach to the problem of how to build a car is a refreshing surprise, particularly when some of the industry's difficulty in finding ready markets is blamed on lack of foresight and enterprise. Morever, it requires courage to dive headlong into a pond which is showing such alarming signs of drought. Such, however, is the air of enthusiasm and self-confidence at Biggleswade, where the Berkeley Coachwork Company are about to put a new small sports car into limited production that one must share their optimism.

The new project is born of the design artistry of Lawrence Bond (responsible for the three-wheeled Bond Minicar) and the Berkeley Company's skill and experience in the use of glass-reinforced polyester resin, henceforth referred to as G.R.P.R., as a stressed constructional material. For some years past it has been used successfully for the shells of Berkeley touring caravans, and the company's proficiency in its use may be indicated by the fact that the shell of the 14ft Delight needs but two mouldings.

The visitor to Biggleswade is surprised to find such a large factory devoted to the construction of caravans, but less so when he learns that over 25,000 vans have been built there in ten years. Clearly no factory with such a background would lightly undertake the building of a car; in fact an initial production rate of some 50 a week is planned —without affecting caravan production.

This design, which was initiated about five years ago, breaks fresh ground in important respects.

First, it is probably unique in the world in having a composite body and chassis constructed, in three bolted-together sections, of moulded G.R.P.R. True, there are local stiffeners and a bulkhead, fabricated in aluminium sheet and riveted into the main structure, but the G.R.P.R. is subjected to stresses. If seriously damaged, any one of the three basic sections (base, front and rear) may be replaced without affecting the whole. The material used is immensely tough, strong and resistant to impact loads. It has, moreover, the invaluable virtue of being non-corrosive and of being simple to patch locally.

The Berkeley is also the only four-wheeled British car now marketed with front-wheel drive, and the success of certain Continental constructors with f.w.d. should ensure that it will meet with no sales resistance abroad on this score. It is powered by the 322 c.c. two-stroke, twin-cylinder Anzani, a small air-cooled unit in increasing favour with constructors of miniature cars.

This is placed ahead of the front wheel centre-line, and drives through a three-speed-and-reverse Albion gear box (of motor-cycle type) and open chain to a Tufnol "silent" sprocket, bolted direct to the diminutive Bond-designed spur-type differential. This differential is to the left of the chassis centre-line, and the drive shaft to the wheel on that side is somewhat shorter than the other.

A steel sub-frame spreads the weight of engine and gear box over a wide area of the punt-like base, those units being jointly supported on the sub-frame at three points, with two vertical Silentbloc bushes at the front and one horizontal bush beneath the gear box to the rear. Girling telescopic suspension units, each with an enclosed coil spring and hydraulic damper, carry the car at all four corners, but the geometry at front and rear is quite different. Thus there are swinging half-axles at the rear, each a welded tubular member in the shape of a distorted A, of which the two extremities are pivoted on two widely spaced pick-up points along the chassis centre-line. They hinge on Silentbloc rubber bushes.

At the front are wishbones of unequal length, their outer ends knuckle-attached to malleable iron stub-axle housings, with which the steering arms are integrally cast. The inner arms of the lower and longer wishbones pass through slots cut in the raised sides of the punt. The lower ends of the suspension units are attached to the upper wishbones, their upper ends to brackets which extend from the bulkhead structure, and are braced

A neat engine installation gives excellent accessibility. The 322 c.c. two-stroke Anzani is fed from a 3½-gallon gravity fuel tank. With a power output of 15 b.h.p. and a kerb weight of under 5¼ cwt, the Berkeley can approach 70 m.p.h. and 60 m.p.g.

by a cross-member above the engine. The free length of these suspension units is, incidentally, very easily adjusted, so that the rig of the car (i.e., its suspension geometry) can be kept more or less constant under differing load conditions.

Brakes are Girling hydraulic. A substantial iron brake drum is used, cast in one with the hub and having five wheel pick-up studs threaded into lugs evenly disposed about its periphery. A pistol-grip hand brake lever is linked by cable to the rear wheel shoes.

The gear lever operates in a quadrant mounted on the steering column to the driver's left. The gear positions are all in one plane, necessitated by the motor cycle-type gear box, the positions (from top to bottom) being reverse, neutral, first, second and third.

The attractive and neatly finished body of the Berkeley carries two adults, who have plenty of leg room and stowage space for odds and ends—a detail about which a caravan manufacturer is naturally conscious. Behind them is a detachable panel; this conceals an additional space moulded in the shape of a small seat and foot well, and large enough for two children aged up to, say, eight years. The spare wheel and tyre is normally carried in this well, but it can also be stowed on a long, deep shelf beneath the scuttle. A carriage key releases the rear seat backrest, revealing a further luggage locker in the tail.

A production line for the Berkeley has already been prepared. This starts with the preparation of the glass fibre moulds and ends with the finished product, and it is planned that a car will leave the line every 44 minutes. The chemical processes involved are such that production can be stepped up only by creating another complete production line, but the space required is remarkably compact, and this would clearly involve little difficulty. It is hoped to review production methods at Biggleswade when the process has reached a more mature stage of development, and when production is in full swing.

ROAD IMPRESSIONS

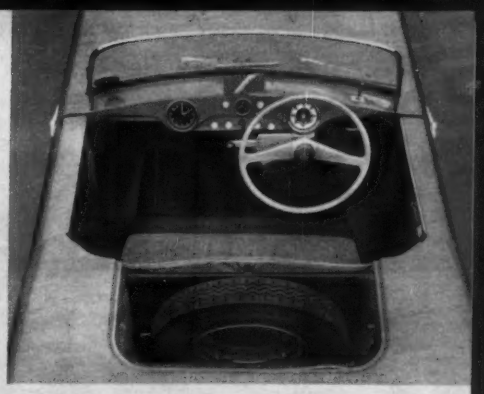
ONE settles in the Berkeley driving seat with an intuition that it has a surprise or two in store. There is abundant leg room and width inside, except at shoulder height, where the upper edges of the doors limit movement when two are carried. Shallow, leathercloth-covered cushion and backrest are well shaped; a shorter steering column would allow a longer reach to the wheel. A deep and stoutly mounted curved screen, with particularly neat frame, gives excellent protection and visibility that could scarcely be bettered. The prototype tried had already covered over 4,000 miles of hard testing but seemed none the worse.

A maximum of nearly 70 m.p.h. is claimed, but there was no opportunity to confirm this. The little engine emits a hearty crackle, its two exhausts discharging beneath the car and forward of the drive shafts, with no tail pipe extensions.

On the overrun the engine cuts very cleanly to allow quick upward changes, and, considering the limited cylinder dimensions, acceleration in the two lower gears is quite brisk. The step-up from second to top is wide, and top-gear pick-up is naturally less lively. At low speeds in top gear the Berkeley is notably smooth and tractable. The ride is firm without harshness, but the real joys of the Berkeley are its freedom from roll, and ability to tackle corners at speeds which challenge one's courage and discretion.

Braking power, in terms of both efficiency of the mechanism and tyre adhesion, is quite outstanding, and the steering is light and accurate. The lack of self-centring, synonymous with front-wheel drive and this particular suspension layout, seems strange at first, but is really missed only during a succession of small-radius bends. The prototype gear change was a little tricky, but the production quadrant is expected to provide better definition.

Certainly the Berkeley promises to be one of the safest small cars on the road, and if an alternative, more powerful version is marketed, as at present projected, it should prove a potent competition car.



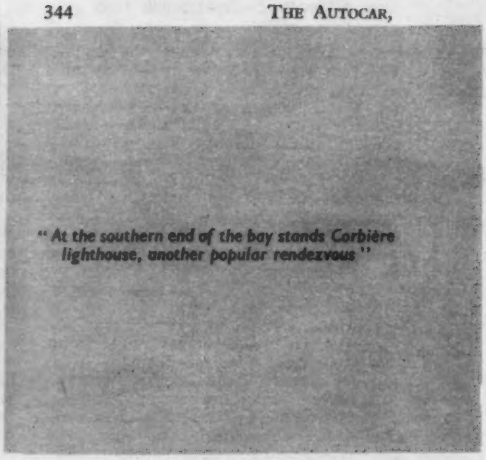
The spare wheel is normally stowed in the rear compartment. There are flashing indicators and two wiper blades, but clock and fuel gauge are extras. Six-inch Wipac head lamps will be fitted

Sleek lines disguise a wheelbase of only 5ft 10in and 3ft 8in track, and the unbroken under-surface is almost equally smooth. Neat windscreen supports serve also as grab-handles, and large brake drums are integral with the wheel hubs. Michelin 5.20 x 12 tyres are standard

Brief Specification

ENGINE	
Position	Front, in unit with transmission.
No. of cyls.	2, air-cooled.
Bore and stroke ...	60 x 57 mm (2.36 x 2.24-in).
Displacement	322 c.c. (19.65 cu in).
Valve position	Ported two-stroke.
Max. b.h.p.	15 at 4,800 r.p.m.
Carburettor	Single Amal, gravity feed.
Fuel tank capacity ...	3¼ Imp. galls.
Batteries	2 6-volt 12-amp hr.
TRANSMISSION	
Clutch	Wet multi-plate.
Speeds: lever position ...	3 forward, 1 reverse. Quadrant, on steering column.
Overall ratios	Top 5.27, 2nd 8.43, 1st 13.85, rev. 17.25.
Final drive	Chain.
CHASSIS	
Brakes	Girling hydraulic 7 x 1¼-in. Front, 2 L.S. Rear L and T.
Suspension	Front, independent, coil springs and wishbones; rear, independent, coil springs and swing axles.
Steering	Burman worm and nut.
Tyres	Michelin 5.20 x 12.
DIMENSIONS	
Wheelbase	5ft 10in.
Track	3ft 8in.
Overall length	10ft 3in.
Overall width	4ft 2in.
Overall height	3ft 5¾in.
Turning circle	28ft.
Kerb weight (with hood)	5¼ cwt.

Lawrence Bond, designer (left), and Charles Panter, managing director, with the second prototype. The base, in glass-reinforced polyester resin with sheet aluminium stiffeners, carries the Anzani engine and transmission at the front. Mounting brackets are ready to receive the rear swing axles



"At the southern end of the bay stands Corbière lighthouse, another popular rendezvous"

Tight LITTLE ISLAND

THE JERSEY MOTORING SCENE

by Gerard R. Harrop

NINE miles long by five miles wide, with narrow roads, and some sixteen thousand vehicles—this sets the background of motoring conditions in Jersey. Nevertheless, we enjoy our driving—indeed, a car is almost a necessity to appreciate to the full the scenic delights of this beautiful little island.

Narrow lanes, often completely arched over with trees to form cool, leafy tunnels on a hot day, wild heathland and cliffs for the picnicker, rocky promontories for the fisherman, and golden sands lapped by the sparkling blue sea for the bather—all are within a matter of minutes for the motorist.

If staying for only a short time, the visitor will find it rather expensive to bring his own car, and may find it better to hire one of the many self-drive cars. A local driving licence will be issued on production of his English one. Streets are labelled in town, but not in the country, where the tourist frequently confesses to being lost.

As the population of the island is about 57,000, the ratio of cars to people must be among the highest in Europe. The number of vehicles on December 31, 1955, was 15,900—private cars 8,587, motor cycles 2,061, taxis 150, buses and coaches 222, and the balance lorries, vans and the like. Some 1,500 new cars were imported last year, and parking presents the usual problem. Annual tax is £5 up to 20 h.p. (still under the obsolescent R.A.C. formula).

There is, of course, no purchase tax, and new cars sell at ex works price plus approximately £20 freight. Second-hand prices are also relatively low compared with English prices. But do not think you can take one back with you, for H.M. Customs will demand purchase tax.

Petrol carries 6d per gallon duty (Shell Premium sells at 2s 9d per gallon). Insurance rates are also somewhat lower than on the mainland, though there are quite a number of accidents, many caused by visiting motorists crossing the "yellow line"—the only indication of a minor road at a crossing.

Speed limit is (theoretically) 15 m.p.h. in town, with no limit outside, though one can be prosecuted for dangerous driving. Country police are honorary and not in uniform (usually they are farmers, and motorists themselves). There are, however, uniformed (paid) police in St. Helier.

The hard-working staff of the motor traffic office deals with many aspects of motoring, including driving tests, testing for and preparing international certificates, and giving expert advice regarding accidents.

Because of the number of corners and the amount of traffic, driving is of the constant stop-start variety, and wear on tyres, brakes and transmission is above average. For the driver who is in a hurry, a car of compact dimensions with good acceleration, brakes, and cornering, is more important than a high maximum speed which can rarely be used.

Let us take a drive round the island. Leaving the Weighbridge car park in St. Helier, we pass along the harbours,

". . . driving is of the constant stop-start variety" in St. Helier

dotted with dozens of gaily coloured little boats from the smallest sailing dinghy to a millionaire's luxury yacht, tramp steamers loading and unloading, and, of course, the cross-channel mail steamers. We pass over South Hill, which is crowned by Fort Regent, built to repel the French invaders at the time of the Napoleonic wars.

Leaving behind the popular Havre des Pas beach and bathing pool, we proceed along the flat east coast, where there are miles of good, sandy beaches and rocky reefs covered with purplish seaweed or *vraic*, named by Victor Hugo the *banc des violettes*. Gorey harbour is reached, with its row of brightly painted houses nestling beneath the historic castle, which is well worth a visit. At night, too, when it is floodlit, it has an almost unreal, fairy castle appearance.

The road follows the coast again, and passing through the beautiful Pine Walk we come to St. Catherine's breakwater. This half-mile structure is one of several disused breakwaters in the Channel Islands built in the mid-nineteenth century by the British Government, when the islands were considered an excellent naval base. Winding lanes take us to quiet little Fliquet Bay, and by an even trickier hill we leave it for picturesque Rozel, with its little harbour and village.

We are now on the north coast, and every bay or inlet visited means a steep descent and ascent. An untidy forest of masts and wires at Les Platons marks the navigation, television, telecommunication and radio relay stations. Thence down to Bouley Bay, the scene of the annual hill climb—a Wharton benefit these latter years. I can recall, too, an excellent climb by Stirling Moss in a 500 c.c. Cooper in his early days.

". . . narrow lanes, arched over with trees"

"Along the cliff tops"—the Route du Nord

Similar to Bouley Bay is Bonne Nuit, with a steep winding approach, high bracken-covered cliffs sloping down to the sea, and a small stone jetty.

Now follows a fine drive on the Route du Nord, constructed along the cliff tops during the German occupation of the island to provide work for men who would otherwise have had to work for the enemy. Those who are energetically inclined may now descend on foot to the *Creux*, known as the Devil's Hole, and make acquaintance with the devil (feminine, too—originally a ship's figurehead).

A long, wooded valley leads us to sandy Greve de Lecq, and to the north-west corner of the island, Gronez, with its ruined fourteenth-century castle. Close by is the light, to which one may descend by steps down the cliff. Farther along, one of the German radar towers is a prominent feature, and lying at the foot of the cliff, exposed at low water, is a scrap-yard of big German coastal artillery.

Returning to the car, we drive down to the magnificent sweep of St. Ouens Bay—almost five miles of flat sands, pounded by curling green breakers and the delight of surf riders. At the southern end of the bay stands Corbière lighthouse. This is another popular rendezvous of the motorist, even in winter when the waves crashing over the rocks are a magnificent spectacle, and the sight of a ship rounding the Corbière, rolling, pitching and "shipping it green" makes one glad to be a motorist and not a mariner.

Going back now towards St. Helier, we call at Beauport, to gaze down through the pines to the inviting sands below and the greeny-blue, almost transparent water. Descending to St. Brelades Bay, we catch a glimpse of the sea through the trees, with early twelfth-century St. Brelades Church and its sixth-century fisherman's chapel in the foreground.

Finally we make our way to Noirmont point. On the right lies Portelet Bay, horseshoe-shaped and partly enclosed by high cliffs, with a small island in the centre. Noirmont is one of the many parts of the coast where German fortifications abound—heavy, steel-reinforced concrete structures, with walls two metres thick. The cliffs are bright with gorse, which under the hot sun sends out a delightful fragrance reminiscent of fresh honey.

On the left is the graceful curve of St. Aubins Bay, and fine distant views of St. Helier and Elizabeth Castle, the latter surrounded by sea at high tide. To the south, across the shimmering waters, lie the Minquier reefs. A quick corkscrew descent brings us to St. Aubins, and so back to St. Helier.

Holiday-makers planning to visit Jersey may obtain information on accommodation and the like from the Tourist Information Bureau, Weighbridge, and the Chamber of Commerce, Royal Square, Jersey. Peak of the holiday season is, of course, July and August, for which reservation of accommodation and passage must be made very early in the year, but the normal season extends from June to September, and bathing can be enjoyed as late as October.

"At Beauport, to gaze down through the pines . . ."

The Dwarfs are on

BIG EUROPEAN MANUFACTURERS FOCUS ATTENTION ON THE MINIATURE CAR FIELD

By O. G. W. FERSEN

The front-wheel-drive Lloyd is being produced at the rate of 250 vehicles per day, and exported to America in increasing numbers

The combination of centrally-positioned engine between the back-to-back seats of the original Dornier Delta, and roof-mounted entrance doors at front and rear, is designed to obtain maximum seating capacity in the minimum of space. In modified form it is to be produced by Zundapp

THE British motor industry, fighting hard to keep its position in world markets against increasing foreign competition, will have to face a new serious competitor in the course of the next two years—the continental small car.

It will not be the "scaled-down" design hitherto regarded as the obvious solution to the poor man's transport problem, but a rather unorthodox vehicle which will combine the performance and transport capacity of the immediate post-war 800-1,200 c.c. car, with vastly improved economy in fuel consumption, upkeep and maintenance costs, and considerably better passenger comfort and all-round safety.

For particular reasons, mostly economic, the chief challenge is to be expected from Germany, and it is reasonable to expect miniature car production of that country to reach or even surpass one-third of total output during the next few years.

The small car idea is by no means new—we need only remember the original Austin "Seven," which set a new standard in its time. During the last few years many an attempt has been made to produce a small car of equal popularity. With few exceptions these attempts, however, were not backed by a big concern, and outsiders who had pinned their hopes on the small car idea soon had to learn that their plans were doomed to failure so long as facilities could not be found for genuine mass production.

With several big manufacturers now turning their attention to the very small car, the picture is changing quickly. It must not be thought that design and development can be a short-term policy. If existing components are improvised in an attempt to speed up this development, the project will fail. All design features must be integrated with the overall conception, and with the prime necessity of cheapness and lightness. The time factor required to develop a vehicle of this type may well be much greater than that of a larger, more orthodox vehicle, where experience of existing designs can be drawn upon.

The position is somewhat similar to that of the scooter in the motor cycle market. The present era began when an Italian aircraft firm, finding itself at the end of the war with little to make, realized the possibilities. British constructors held the view that the success of the scooter resulted solely from the Italian climate, and in any case their order books were full. They could not see the virtues of these designs except for sunny climes, and consequently the market was lost to Italy, and later Germany. It is to be hoped that this short-sightedness will not repeat itself in the four-wheel market.

Two facts in particular have turned the attention of German manufacturers towards the popular small car: increasing competition in the medium class of vehicles with an engine capacity between 1 and 1.7 litres, and the receding motor cycle business.

Excluding scooters and power-assisted pedal-cycles, for which there appears still little danger of a dwindling market, the output of motor cycles went down rather sharply from 339,000 in 1952 to slightly above 160,000 last year. In car ownership there is still an untapped reserve of millions of middle-class people all over the world who cannot afford to keep a "full-sized" car, but shun the two-wheeler or combination because of its inherent lack of weather protection and comfort. The manufacturer offering to these prospective motorists a small car which could be run and maintained at motor cycle expense would soon be mining gold.

The little cars of yesterday such as the small Fords, Austins, Morrises and Volkswagens are clearly out of reach of these people. What is needed is not so much a vehicle which is considerably

the March

The diminutive 293 c.c. two-stroke Goggomobil provides relatively fast and comfortable travel for two adults and two children. Lack of luggage space necessitates the use of a roof rack when more than two people are carried

cheaper to buy, but one which is vastly more economical to run and cheaper in tax, repair, tyres, garaging and general upkeep.

As is usually the case in technical development, if there is a strong demand, solutions of the problem are more or less simultaneously attempted in many places of the world. Thus the miniature car movement is by no means limited to Germany. It is fairly well known that the Italian Fiat company is working on a new small car, in France the 2 c.v. Citroen is one of the most sought-after vehicles, and even the Communist countries are displaying a definite interest, as the experimental Russian Byelka (Squirrel) and the Czechoslovakian Avia designs show.

The German saga of the small Lloyd is well known. Starting from scratch in 1950 as a new branch of the Borgward combine, the Lloyd Motoren Werke of Bremen are now one of Germany's largest car producers, turning out some 250 vehicles per day and having passed a total output of 150,000 cars last April. Besides the Lloyd, which is manufactured in three versions identical except for their engine size and layout (250 and 400 c.c. two-stroke twins and 600 c.c., o.h.c. four-stroke twin—all air-cooled), there are designs of miniature cars by the Bayerische Motoren Werke and of the Hans Glas company.

It is not more than a year since B.M.W. finding demand for their high-class motor cycles on the decline, took up mass production of the Italian-designed Isetta, and the Hans Glas Isaria company started turning out the stubby little Goggomobil like popcorn from a brand-new plant at Dingolfing. Between them they have now produced more than 50,000 tiny cars, and output meanwhile has reached a daily figure of 200 at Munich and 170 at Dingolfing, with both plants still expanding.

Four years ago this paper wrote in an article (*The Autocar*, September 5, 1952) ". . . Britain needs an economy car cheaper to buy and operate than those now made by the British industry. . . ." This does not apply to Britain only, but to all markets—even including the United States, where Lloyds are just beginning to take a firm foothold with their 600 c.c. four-stroke model. Alas, no miniature car has come from a major British factory, but the Germans have been quick to seize upon this chance to fill the vacuum. If one cares to look at the current production figures of the German motor industry, it will be noted that slightly less than half of the total are Volkswagen, but of the remainder, already roughly one-third has been captured by the new contender—the miniature car with an engine capacity of less than 600 c.c.

Several more makers at present are preparing to join the fray. Small car manufacture, hitherto the domain of the outsider, now definitely appears to draw the attention of big business. N.S.U. and Auto Union are both well advanced with their plans for the manufacture of small cars, and as soon as they get really going, it is not impossible that even the Wolfsburg empire will begin to feel the squeeze and have to adjust its strategy.

Nothing appears presently more true than another sentence from the article cited—" the market for a simple car of this kind may present one of today's biggest sales opportunities. . . ."

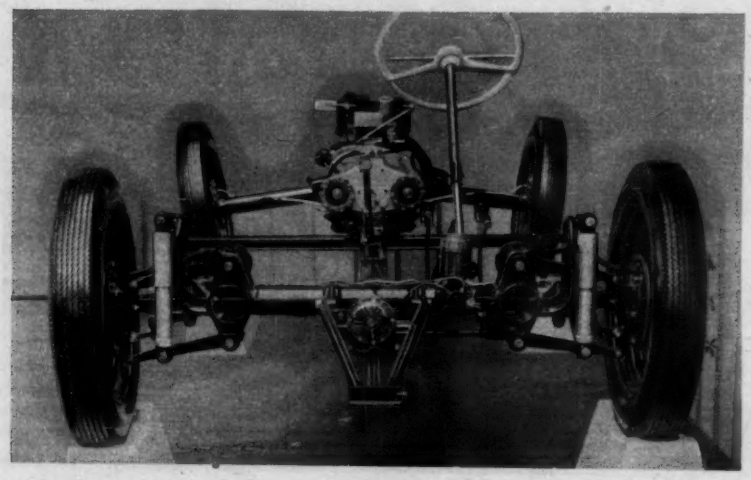
Experiences with the vanguard of modern tiny cars built in Germany, and careful study of public reaction, apparently have led to a certain modification of the original approach. The border-line between the small car and the tiny one has become less pronounced, and the designer, it seems, now has to bow to certain rigid requirements.

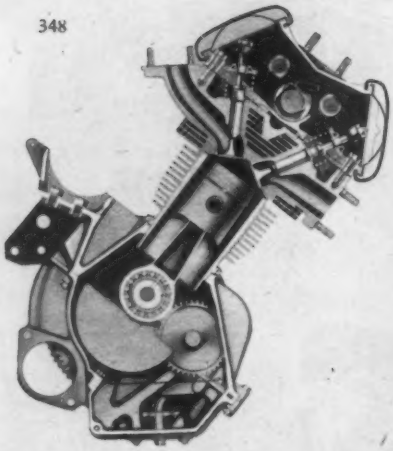
Most important is that dictated by modern traffic. Even the smallest now must be capable of a sustained 45 to 50 m.p.h., and all but the tiniest models must provide room for two adults, plus two children and their luggage. More than " austerity " looks and finish will be needed to sell them in quantity. The new crop, presently in the prototype stage, thus will have engines of 350-600 c.c., producing some 17-30 b.h.p. and being capable of maximum speeds around 70 m.p.h. Some of the new cars may be expected to " wear " Fibreglass attire.

I. Dolmatovsky, chief of the Soviet Institute for Automobile Research, in an article recently published by a technical magazine, laid down the " 5×5 rule " as a basis for the development of a modern small car. This calls for a car seating four to five persons, weighing 500 kilogrammes (just under 10 cwt), powered by a 500 c.c. engine, and having a fuel consumption of five litres per 100 km (56 m.p.g.). The Squirrel is following these lines. Of the Czech Avia little is known except its engine size and maximum speed, which were given as 350 c.c. and 52 m.p.h. respectively.

It is known that the Fiat Company of Italy have a new small car under development which will probably be on the market by the middle of 1957. It is said to have a 400 c.c. parallel twin engine,

Backbone tube chassis of the Champion, now built in limited numbers by the Maico Motor Cycle Company. The rear-mounted engine is a 400 c.c. two-stroke twin made by Heinkel. All wheels are independently sprung on rubber trunnion bushes





The largest of the engines fitted to the Lloyd is this 77 x 64 mm (600 c.c.) parallel twin four-stroke. With a compression ratio of 6.6 to 1 it has a modest output of 19 b.h.p. at 4,500 r.p.m., but may be run at 6,000 r.p.m. for considerable periods. It is mounted at an angle of 40 deg. from the vertical and drives the front wheels through an integral gear box and transmission

Dwarfs on the March . . .

providing the car with a maximum speed of approximately 60 m.p.h. Italian sources quote it as being a three-seater with a single bench-type seat, to sell at 400,000 lira (£235) in its standard form, with a de luxe model costing 500,000 lira (£295). A vast new factory on the outskirts of Turin is under construction to provide additional manufacturing capacity for this model.

With the smallest Lloyd car and the B.M.W.-Isetta and Goggomobil well established as representatives of the miniature family, there may be expected from Germany a considerable number of new contenders by the end of next year.

At Neckarsulm, the home of the N.S.U. motor cycle company, a brand new factory with living quarters for thousands of workers is in the course of construction. This is expected to take up production of a small car some time late in 1957. Of the contemplated car design, managing director G. S. von Heydekampf recently said it would *not* be a miniature in the accepted sense, but a fourseater, smaller than the Volkswagen, capable of a sustained 65 m.p.h. Different designs were tried, he said, with the management ultimately settling for a car "with four seats, four wheels and a four-stroke engine." This car would sell for a figure very close to 3,000 D-Marks (£255).

Before manufacture of the N.S.U. car can start, one legal hitch still has to be removed—a contract dating back to 1928 on the sale of the N.S.U. car factory at Heilbronn to the Italian Fiat company, providing that the original N.S.U. company is to abstain from the manufacture of four-wheeled vehicles under its own name. Certain doubts seem to exist whether this agreement, signed a quarter of a century ago, is still valid. The Italian company appear to hold the opinion that their one-time partner is still bound, and are reluctant to release N.S.U.s from the original obligation—for obvious reasons in view of Fiat's own plans. Both the N.S.U. company and the N.S.U./Fiat company at Heilbronn have now approached legal authorities to have the matter cleared This matter, however, does not appear of such vital importance as appreciably to delay the plans of the Neckarsulm manufacturer.

Several sleek little saloons seen on the autobahnen and in quiet country lanes around Dusseldorf and also near Ingolstadt recently were recognized as prototypes of a new small Auto Union D.K.W. These cars are powered by a 400 c.c., twin-cylinder two-stroke engine driving the front wheels. The streamlined Fibreglass saloon has two wide doors with sliding windows, and the wrap-around rear light and windscreen appear to be of identical shape. Tyre dimension apparently is 12in. A maximum speed in excess of 70 m.p.h. and excellent manœuvrability have enabled the car so far to escape closer inspection. One of the prototypes, at least, has three seats, with the steering column in the centre.

A further new design is to come from Messerschmitt, hitherto specializing in a rather queer-looking but lusty little threewheeler. The new Messerschmitt will have four wheels and side-by-side seating. Powered by a single-cylinder, four-stroke Horex o.h.v. engine providing 20-24 b.h.p. from 350 c.c., this car is rumoured to offer a quite sporting performance with a maximum of about 80 m.p.h.

The Bayerische Auto-Werke, recently founded by the powerful Victoria motor cycle company and the Bavarian Harald Friedrich machine-tool company, has already taken up manufacture of the Ledwinka-designed Spatz (Sparrow) which aroused considerable interest at the Frankfurt motor show last autumn. The Spatz is the first series-produced minicar to have a glass-fibre body. It is at present supplied with a 191 c.c. single-cylinder engine of 10.2 b.h.p., but more powerful versions may be expected soon.

The Zundapp motor cycle company at Nurnberg is at present tooling up for the series-production of the Dornier Delta, which was one of the "sensations" of the Frankfurt show. This car, it may be remembered, has a central engine, back-to-back seating and doors opening upwards fore and aft.

Although the Zundapp prototypes retained the unique door arrangement, the production model in all probability will be fitted with side doors. Protruding fairings for the headlamps and symmetrical tail fins give the car quite a pleasing appearance. The back-to-back seating will be retained and the power unit, which is an air-cooled, twin cylinder four-stroke of 400 c.c., will be mounted centrally below the seats. The production model in all probability will appear at the Frankfurt motor cycle show. It is said that the price will be D-Marks 3,000.

The Spatz, or Sparrow, series-produced with a glass fibre body and 191 c.c. engine at the rear

Zundapp also is planning to market a small sports car powered by the potent KS-601 engine, an air-cooled o.h.v. flat twin of 600 c.c. providing some 28-33 b.h.p. in motor cycle form. This engine some years ago was used in the highly promising Trippel SK10, a small, streamlined coupé which was shown at several international exhibitions but never reached actual production. It was recently reported that Ghia, of Turin, was designing a two-seater convertible body for this car, which allegedly has a maximum of 85-90 m.p.h. and is to sell at around 7,000 D-Marks. Production is expected to start next spring.

Of the established miniature marques, the Hans Glas company may be expected to come up with three new models at the international Frankfurt motor cycle show. Details are still lacking, but one of the models most certainly will be a diminutive sports car, the performance of which might be quite intriguing—after the shattering Goggomobil success in the Austrian Alpine Trial, when they beat all comers.

The present situation seems to show that the small car is about to win a solid place in the market, and the one-swallow-doesn't-make-a-summer attitude no longer appears to be justified. There is nothing to illustrate the progress of automobile design more convincingly than the fact that 250 c.c. today will carry a family of two adults and two children, with their luggage, across Alpine passes on a long holiday tour without fear of breakdown.

One of several D.K.W. prototypes built to study the problems of the miniature is this model, with the driver centrally seated

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MARFAK
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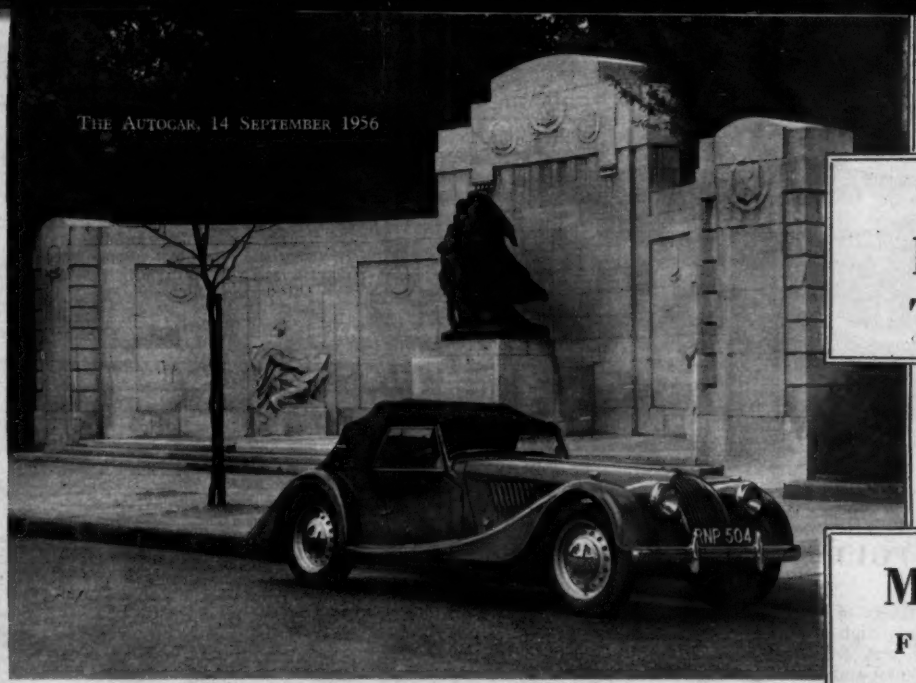


Traditional Morgan lines are retained for the Four-Four. The sidescreens are robust, and the hood fits well. Forward visibility is good despite the relatively long bonnet

Autocar ROAD TESTS

No. 1609

MORGAN

FOUR-FOUR Series II

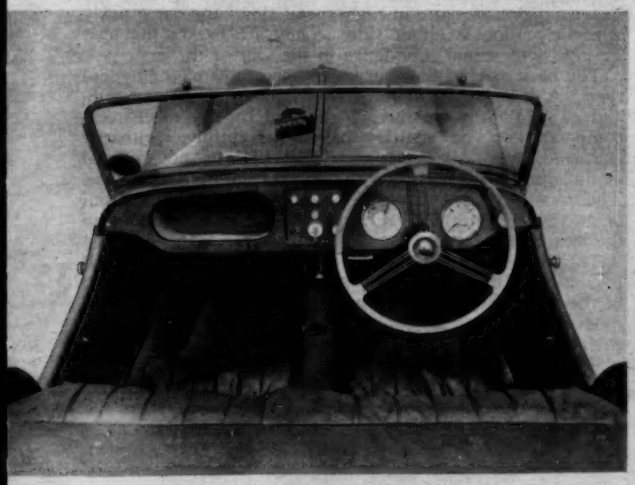
AT the last London Show the Morgan company were welcomed back into the narrow ranks of manufacturers producing what might be called an economy sports car; that is, a car of unquestionably sporting character with an inexpensive engine capable of giving an acceptable performance without using much fuel. Before the war the Morgan Four-Four and a smart three-wheeler were turned out in limited numbers at the attractive little factory in Malvern, Worcestershire. After the war, production of similar models continued until the Plus Four, with Standard Vanguard engine, was introduced and the three-wheeler and Ten-engined sports car were dropped.

The introduction of the Triumph TR2 engine presented an opportunity to give the Plus Four more power and, at the same time, bring it within the 2-litre class for competition work. Partly as a result of very many successes, primarily in rallies, the Plus Four has become widely known. Now there are three basic chassis—the Plus Four with Vanguard or Triumph engine, and the new Four-Four Series II with a 1,172 c.c. Ford engine—the subject of this test. The Plus Four may be obtained as a two- or four-seater tourer or two-seater coupé, while the Four-Four is available only as a two-seater tourer.

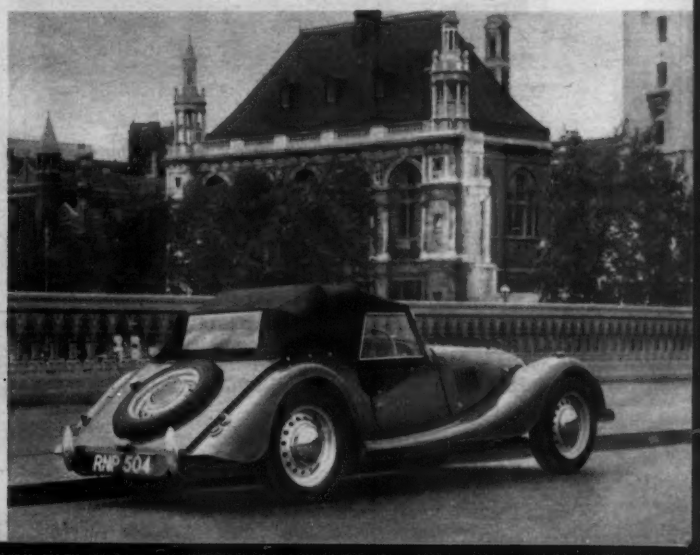
At 14 cwt the Ford-engined car is 3 cwt lighter than its more powerful counterparts, and 1½ cwt lighter than either the Ford Prefect or Anglia, from which the power unit is derived. The engine and gear box are fitted in standard form as supplied by Ford, and thus the acceleration is superior to that of the Ford saloon only in proportion to the reduction in weight and frontal area. However, the extra performance is well worth having—50 m.p.h. is reached in 18sec, compared with 21.8 for the Prefect, and the Four-Four is 9.5sec quicker to 60 m.p.h. than the Ford. Top speed is approximately the same for both cars, the Morgan being slightly faster when the hood is up. The overall top gear ratio of both cars is almost the same, but the substantially larger wheels of the Morgan step up the gearing, so that at maximum speed the Four-Four is not over-revving.

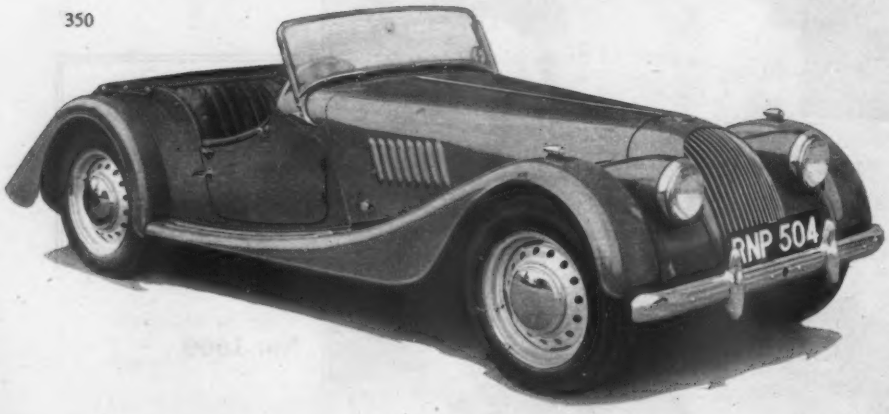
The acceleration figures are not exciting, but the company has probably been wise in its decision to keep down initial cost in this type of car, in part by installing the engine in production form. There are several tuning kits available—special cylinder heads, and carburettor and manifold conversions, for example—which owners can buy and fit for themselves, according to the dictates of their pockets. Thus the relatively high overall gearing in top, resulting from the larger rolling radius, is an advantage,

The simple facia layout is businesslike. The speedometer is in the right-hand dial, and minor instruments in the dial on the left of the steering column. Switches are laid out neatly in a central panel



So that the hood can be removed completely, there are fasteners round the rear quarters as well as across the screen, making lowering and raising rather laborious. There is no luggage locker in the tail





In spite of the low overall height, the depth of the windscreen effectively protects occupants from buffeting by the wind. The door opening is narrow, and exit from the driving side particularly is more than a little difficult

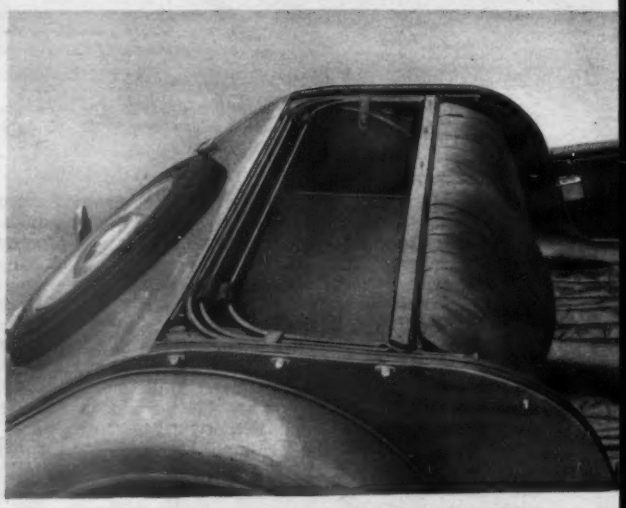
Luggage accommodation is limited to this rather inadequate compartment behind the seats. The hood can be removed and the rails clipped down by a strap on each side

MORGAN FOUR-FOUR . . .

for owners can enjoy the fruits of extra power without engine speed being excessively high at 70 m.p.h. or more.

Since the Ford Prefect was fully road-tested (*The Autocar*, December 17, 1954) first and second gear box ratios have been lowered, with the result that the Morgan has a second gear ratio of 8.9 to 1 instead of the 8.2 fitted to earlier Prefects. Even with the larger road wheels the Morgan would have been better with the former higher ratio, for maximum speed is under 50 m.p.h. and few owners would regularly exceed 40, in second. As a result, when one wishes to accelerate after being held up behind other traffic travelling in the 30s, a shortcoming of the intermediate ratio is revealed.

Top speed and acceleration are comparable with those of small family saloons when studied on the impersonal data recorded by the stop watch, but the difference in handling characteristics between the two types of car ensures an improvement in journey times. On smooth roads the road-holding of the Four-Four is particularly good. Quite sharp corners can be taken at speeds that are astonishingly high even for a sports car. On bumpy surfaces the car tends to hop at the rear, disturbing the predetermined line through the corner.



Provision is made for a starting handle, and the side lights are mounted on the top of the wings where they can be seen from the driving seat. The number plate is mounted above the bumper where it does not interfere with the airstream under the car

The independent front suspension is by sliding pillar and coil springs—a system used by the company from its early days before the 1914-18 war. Half-elliptic leaf springs are used at the rear. Vertical travel of the road wheels is restricted, hence the hopping-about tendency on bad surfaces, but on British main roads the taut character of the suspension can be enjoyed to the full. Again on bumps there is a noticeable tendency for the rear to "bottom" on its axle stops, but the construction of the car as a whole is so obviously strong that this is of little account.

With only two and a half turns from lock to lock and a turning circle of 33ft, it will be realized that the steering is sensitive, yet it is not in the least heavy. The degree of self-centring is good, and on the straight the car holds a clean line at speed, almost regardless of wind direction or strength.

The brakes are not merely adequate for the car but sufficiently good to stand the extra calls made on them by an owner who undertakes engine tuning. In normal driving, light pedal pressure produces a firm response, and heavier pedal pressure at high speed slows the car quickly without pulling to either side. They are brakes that can be used with equal confidence in the wet or the dry.

The back axle, of Salisbury manufacture, is of the hypoid type. Although the engine is firmly mounted it is smooth, and no vibrations are therefore caused by any mechanical components. The scuttle shakes perceptibly, primarily because of the firm suspension. The silencer, not of Ford manufacture, permits the emission of appreciable noise. The sound is not sufficient to annoy the occupants, but one's passage through built-up areas is made evident to the local inhabitants.

The modest total price, with tax, of £713 17s, is matched in attraction by the fuel consumption and the accessibility of the mechanical components for home servicing. Driven quietly, 41.2 m.p.g. was obtained on a long run. To enable this consumption to be fully appreciated, it should be explained that the word "quietly" is used here relatively to the character of the car—using a cruising speed of 40 to 50

m.p.h., being sparing with use of the throttle, yet passing slower traffic in the ordinary way. Even when the Four-Four is driven hard it gives more than 35 m.p.g. In addition to the financial considerations, this fuel consumption gives a range of 300 miles or even more on the contents of the eight-gallon tank.

The bonnet opens on either side, with the hinge running down the centre line. The engine is mounted well forward, with the result that the clutch housing and gear box are within the long underbonnet area. Accessibility is, therefore, of the order dreamed about by impecunious drivers with a mechanical bent. A minor snag is that the dipstick is on the opposite side of the bonnet from the oil filler cap, the engine being designed by its manufacturers for cars which have one-piece bonnets.

The coachwork is traditional, and although attractively smooth and purposeful in appearance, it has shortcomings. Although officially designated as a tourer, little provision has been made for luggage. There is a large tray under the bonnet, in which some parcels could be carried in addition to the tools, but for ordinary luggage there is only a narrow "slit trench" behind the seats; there is no locker in the tail. Although the hood may be removed entirely, in Britain's unsettled climate it is more likely to be folded down in dry weather, with the result that luggage space is still further reduced. This Road Test was the first occasion on which the test equipment, in addition to the two occupants, could not be carried in the luggage space provided, one rather bulky item being accommodated in the free space under the bonnet.

The pneumatic seat cushions are comfortable, and the backrest, in one piece, is shaped so that neither driver nor passenger slide about. There is not a great amount of room for the driver's right elbow, and it is not possible to straighten the arms, although the steering wheel is close to the facia. The instruments are arranged in two large dials which can be seen easily through the three-spoked wheel. The speedometer is on the right with total and trip mileage recorders, and the oil pressure and fuel gauges and the ammeter are grouped on the left. There is no rev counter. Within a neat panel in the centre of the wooden facia are the ignition and lighting switch, and knobs for the starter, choke, wipers and a spare for use with a fog lamp. To the left of these is an open glove compartment.

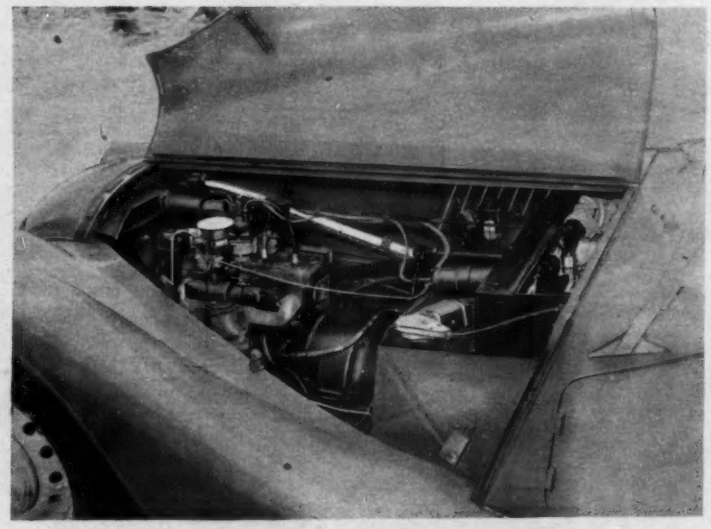
The pedals are well placed, in such a way that heel-and-toe gear changes can be made easily, but there is no room for the driver's left foot away from the clutch, nor is it easy to bend the knee sufficiently to rest the foot on the floor on the driver's side of the pedal.

The forward position of the power unit in the chassis requires a rather unusual layout of the gear-change mechanism, but the result is quite delightful, and enables snappy changes, appropriate to the character of the car, to be made. The lower portion of the original Ford gear lever is retained, and this is linked to a horizontal rod which passes through the scuttle into the cockpit, with a flexible bearing to accommodate angular movement in addition to the normal fore-and-aft action.

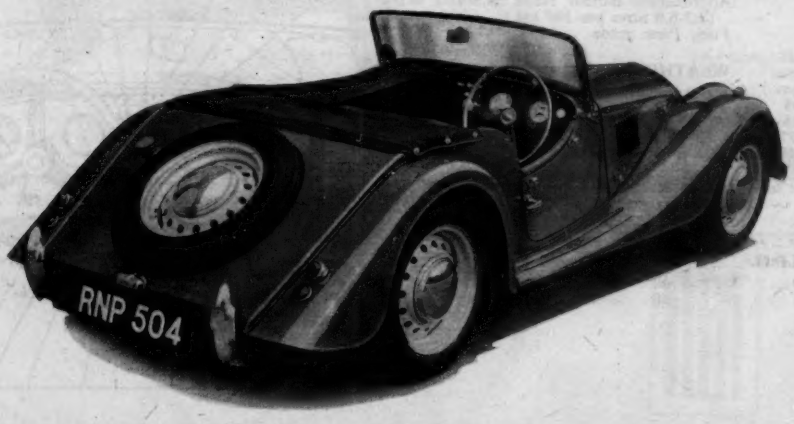
The control knob is moved to the left or the right and engagement becomes a simple pull-and-push operation. The change between top and second, which is the one most used, is a straightforward quick push down into the lower ratio, and the natural action of returning to top is to rest the thumb against the facia as a reaction point, with the fingers pulling the lever knob backwards over its very short travel. The linkage used means that the normal gear lever positions are interchanged, with the two upper ratios away from the driver. The long linkage and flexibility of the scuttle produces small tremors at the gear knob at high speeds when the road surface is bumpy.

Even with the hood up, forward visibility is good, as there is no beetle-browed effect, thanks to the fairly high screen and low seating position. The rear corners are rather blind, and as no indicators are fitted on the standard model, unless requested as an optional extra, some manœuvres may be found tricky in heavy traffic conditions. A certain amount of rain water gets into the cockpit, particularly when the car has been left standing, but the fit of sidescreens and hood is generally good. The sidescreens are solidly built, and derive extra security from a mounting system which, unfortunately, calls for the use of a special tommy bar housed in the glove locker.

To lower or raise the hood is laborious, as there are many fasteners to be handled individually, and when the



Accessibility of the engine and other components is excellent, even the clutch and gear box being housed in the under-bonnet compartment. Gear selection is effected by distinctly remote control, but the mechanism is nevertheless positive. There is a capacious tool tray running across the bulkhead which may supplement parcels space



Covers for the luggage and passenger compartments are available as optional extras. They give a thoroughly tidy appearance to the car when the hood is down

MORGAN FOUR-FOUR . . .

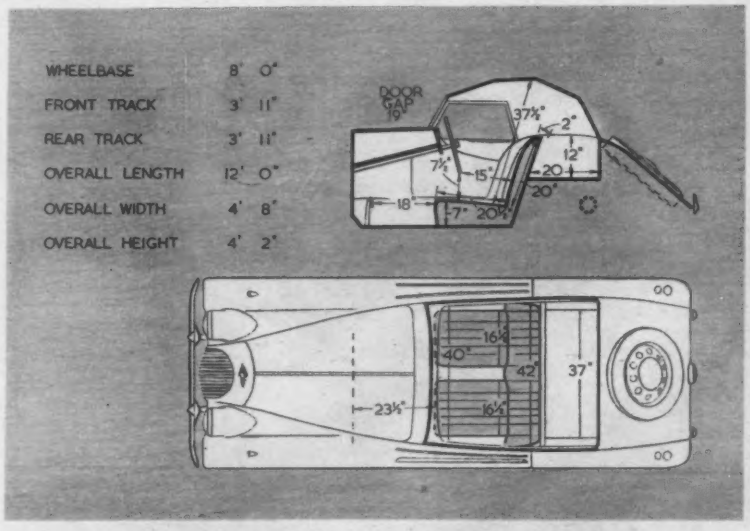
hood is wet its tightness makes this more difficult. With the hood removed the luggage compartment and the passenger seat can be enclosed with tonneau covers which are available as optional extras. A heater may be had at additional cost.

The main criticism of the bodywork is the difficulty of entry and exit, particularly for a fairly tall driver. One expects a car of this type to have shortcomings of this sort, but the Morgan suffers particularly from the narrow gap between the steering wheel and the right side of the seat backrest. Of course, entry and, to a lesser extent, exit are easier when the hood is down. The bodywork as a whole seems robust, and rattles on the car tested were limited to some scuttle shake. Even the side screens, which can often be troublesome on sports cars generally, did not vibrate.

The car does not suffer abnormally from wind noise, and with the car open the screen gives good protection against buffeting by the wind. There is a back draught—common to sports cars—when the car is in its open form, which, in cool weather, makes a scarf or some other protection for the back of the neck desirable.

The Four-Four is a creature of compromise. Main items on the debit side are performance which is not exciting in standard form, difficulty of getting in and out, the laborious hood mechanism and the lack of accommodation for luggage. On the credit side are low price, fuel economy, handling of a high order, the ease with which engine power could be increased, and the accessibility of those parts subject to routine attention. In recent years there has been little to satisfy the motorist who wants an economical sporting car at relatively low initial cost, and the Morgan Four-Four Series II fills just that gap.

MORGAN FOUR-FOUR Series II



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the rearmost of the two alternative positions and with the seat cushions uncompressed

PERFORMANCE

ACCELERATION: from constant speeds. Speed Range, Gear Ratios and Time in sec.

M.P.H.	4.44 to 1	8.91 to 1	17.29 to 1
10—30	—	6.65	—
20—40	15.1	7.2	—
30—50	15.5	—	—
40—60	19.2	—	—

From rest through gears to:

M.P.H.	sec.
30	6.9
50	18.0
60	29.4

Standing quarter-mile, 23.5 sec.

SPEEDS ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	70.5	113.45
	(best)	70.7	113.85
2nd		40—48	64.4—77.2
1st		20—28	32.2—45.1

TRACTIVE RESISTANCE: 30 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	165	1 in 13.5
Second	355	1 in 6.2

BRAKES:

Efficiency	Pedal Pressure (lb)
91 per cent	85
54 per cent	50
23 per cent	25

FUEL CONSUMPTION:
35.6 m.p.g. overall for 665 miles (8.0 litres per 100 km.).
Approximate normal range 34.8–41.2 m.p.g. (8.2-6.8 litres per 100 km.).
Fuel, First grade.

WEATHER: Dry, light diagonal breeze.
Air temperature 60 deg F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of October 7, 1955.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	72
True speed	9	18	28	38	48	57	67	68

DATA

PRICE (basic), with two-seater sports body, £475.
British purchase tax, £238 17s.
Total (in Great Britain), £713 17s.
Extras: Heater £11 11s plus £5 15s 6d purchase tax.

ENGINE: Capacity: 1,172 c.c. (71.55 cu in).
Number of cylinders: 4.
Bore and stroke: 63.5 × 92.5 mm (2.5 × 3.64in).
Valve gear: side valve.
Compression ratio: 7 to 1.
B.H.P.: 36 (gross) at 4,400 r.p.m. (B.H.P. per ton laden 42.35).
Torque: 52 lb ft at 2,500 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 16.8.

WEIGHT (with 5 gals fuel): 14 cwt (1,568 lb).
Weight distribution (per cent): F, 46.4; R, 53.6.
Laden as tested: 17 cwt (1,904 lb).
Lb per c.c. (laden): 1.62.

BRAKES: Type: Girling. F, two-leading shoe, R, leading and trailing.
Method of operation: Hydraulic.
Drum dimensions: F, 9in diameter; 1¾in wide. R, 9in diameter; 1¾in wide.
Lining area: F, 44 sq in; R, 44 sq in (103.5 sq in per ton laden).

TYRES: 5.00—16in.
Pressures (lb per sq in): F, 18; R, 18 (normal).

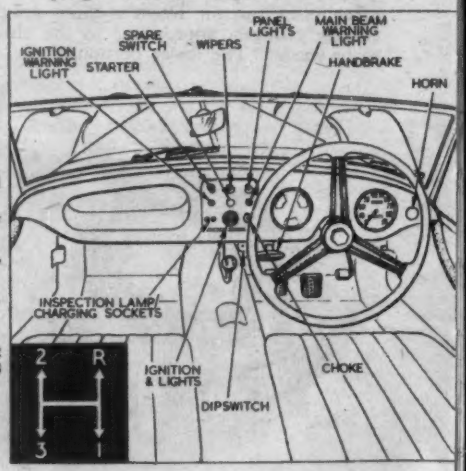
TANK CAPACITY: 8 Imperial gallons.
Oil sump, 5¼ pints.
Cooling system, 12 pints.

TURNING CIRCLE: 33ft (L and R).
Steering wheel turns (lock to lock): 2¼.

DIMENSIONS: Wheelbase: 8ft.
Track: F, 3ft 11in; R, 3ft 11in.
Length (overall): 12ft.
Height: 4ft 2in with hood erected.
Width: 4ft 8in.
Ground clearance: 7in.

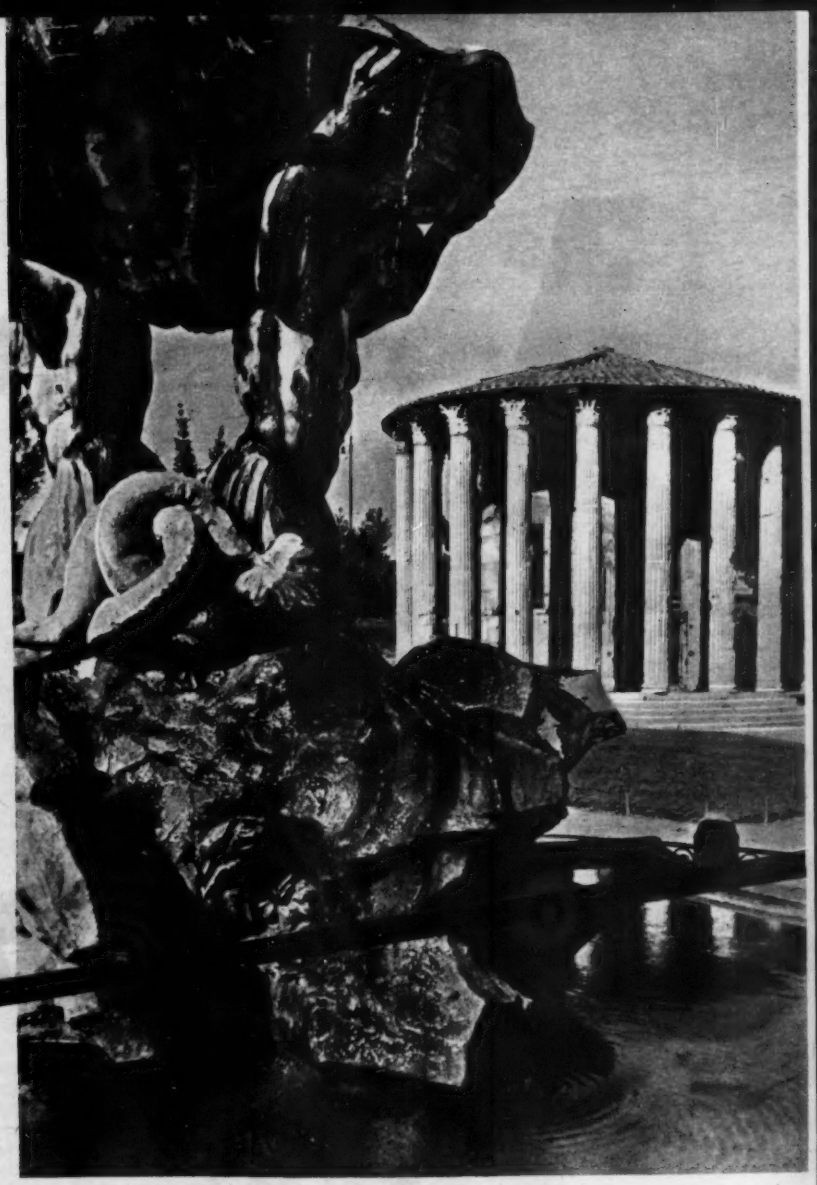
ELECTRICAL SYSTEM: 12-volt; 32 ampère-hour battery.
Head lights: Double dip; 36/36 watt bulbs.

SUSPENSION: Front, independent, coil springs. Rear, semi-elliptic.



ITALIAN CLASSICS

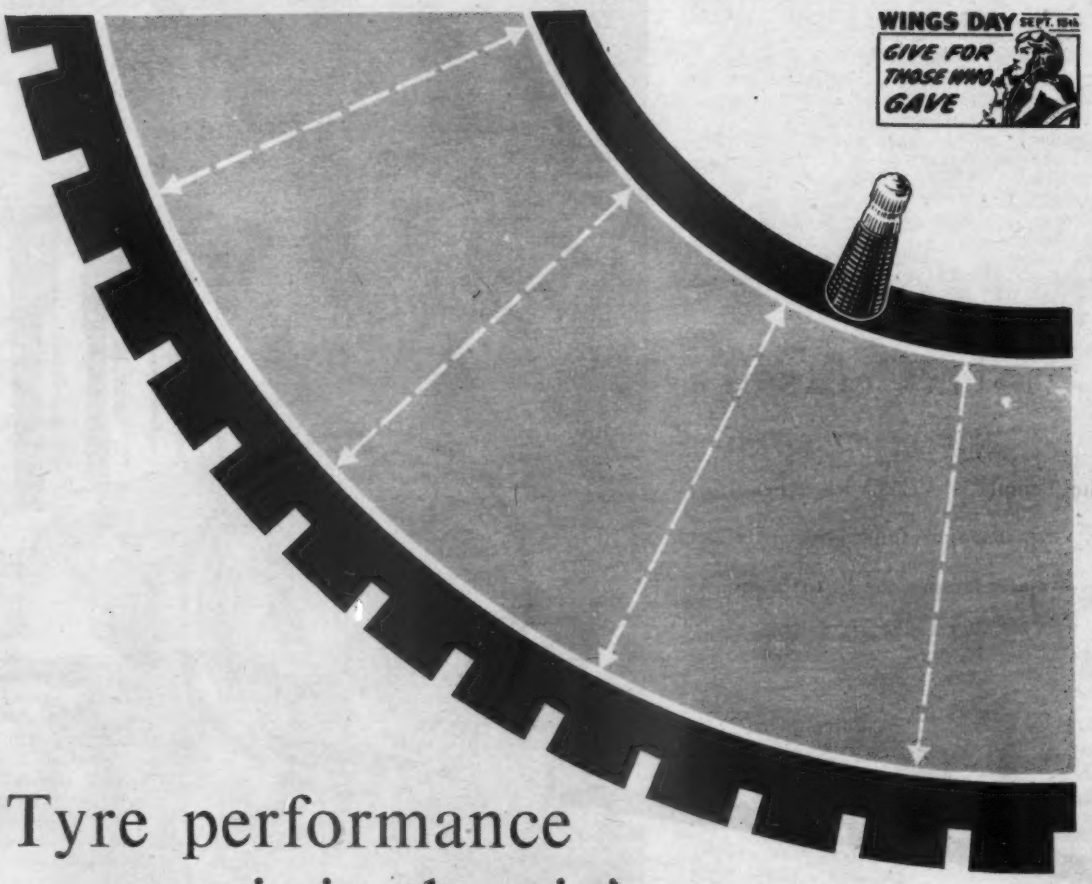
The Temple of Vesta with a beautiful baroque fountain nearby has made famous the historic square of St. Maria in Cosmedin.



Famous, too, is the Fiat 600 motor car, adding daily to the prestige that is always associated with Italian design. You are probably looking for a small car that will carry four people in comfort, economically and in style. Our distributors everywhere can introduce you to the Fiat 600.

Fiat (England) Ltd., Wembley, London

FIAT



Tyre performance is in the air!

Tyres have certainly come a long way — but their many modern virtues still depend on the air inside. To make the most of the tyre of today, you *must* maintain accurate pressure. This is so simple, thanks to the Schrader valve, with its standard core. Through the ease of inflation and pressure-testing the Schrader valve gives you carefree control of the air you ride on. Be sure to replace the valve cap for it protects the core from damage and, by its ingenious construction, provides a second air seal effective up to 250 lb. per square inch.

FOR TUBED OR TUBELESS TYRES

Schrader

the core of the matter-

A. SCHRADER'S SON · BIRMINGHAM · ENGLAND

Disconnected Jottings

BY THE SCRIBE
Barry Appleby Drawing

Great Westerly

I SUPPOSE that the East Lancashire Road is one of the fastest in the country, but that it is better known to the drivers of commercial vehicles than to the private motorist. For the East Lancashire Road, a significantly straighter line than most on the map, leaves Manchester on the north-west corner and then streaks off west to Liverpool, bearing, as well as a great deal of traffic, the road number A580, which is not particularly descriptive. It is a four-lane highway of great width, but centrally divided only by cat's-eyes and a solid white line, and after shaking off the last of the Manchester speed limits it passes quite happily through the flatlands of the Mersey Valley—where the ripening oats are less gold than usual under this summer's weeping skies—and the driver sights the occasional coal mine or factory at a distance over the fields. Finally the highway plunges down into Liverpool, having given one a very rapid ride of over 30 miles.

Nothing in this life is perfect, however, and the East Lancashire Road suffers from roundabouts; few and far between, admittedly, but uncompromisingly there with their shrubbery, in the middle of the road.

Buttons

FRIENDS in Detroit tell me that the push-button gear selection on all Chrysler Group cars involves only a simple mechanical control. I had believed, following a brief examination of late models at this year's Brussels Show, that the expensive cars in the range had electric push buttons; Plymouth, Dodge, De Soto, Chrysler and Imperial all have the same kind of system, it appears.

The number of push buttons seem slowly to be increasing on the modern car and this raises the problem of how far to group or match controls for neatness and good styling and how much to separate them in order to avoid confusion, particularly at night. To label each button is usually not enough, because frequently a driver does not wish to have his eyes off the road long enough to sort out diminutive lettering or other markings, and at night illumination to be sufficient for identification is too bright for driving comfort.

Wipers or Music?

WHEN the first Ford Consuls and Zephyrs were introduced years ago, I remember, the road test said that the scattered buttons, knobs and switches seemed to have been hurled from a great distance, and planted where they landed. It went on to say that this was an excellent thing, because you were never in a moment's doubt as to what control you had reached for and found. At the opposite extreme, I remember a car—prototype, not production—in which the identical controls for the overdrive and the opening of the alligator bonnet nestled snugly together. Interesting possibilities....

Bonnet Take-off

WHAT happens when an alligator bonnet opens at speed? A tester tells me, this:—At first opening, it is exposed to tremendous air-lift. This tears it away from its hinges at its rear. Proceeding, it misses the windscreen and occupants of an open two-seater. But it fetches the tail panel such a whack as to imprint the maker's emblem legibly in the metal; this emblem being in the normal nose site. In fact, it somersaults.

Again, this was a prototype, and you libellous speculators cannot identify the car, which in production was distinguished by numerous safety catches and several stout leather bonnet straps.

The Neighbours' Doings

A COLLEAGUE who recently returned from a Continental tour in a 2.4 Jaguar has told me of some observations and incidents which particularly remain in his mind. So typical of French ways and conditions, they recall at once one's own trips abroad. Some of the hints may jog the memories of lucky drivers who still have a Continental touring holiday ahead of them this season. I list them as they were recalled:—

Last month three banks in a town in Finistère were changing travel cheques at the following widely different rates: 960 francs to the pound, 1,020 francs and 1,050 francs. At present, therefore, it is well worth trying more than one bank. On at least one cross-Channel boat 1,150 was offered—a better rate than had been obtainable in London.

Super Azur suited an 8 to 1 compression-ratio engine almost as well as some premium-grade fuels in Great Britain.

Some rear number plates in France incorporate an F plate, the French equivalent of our GB plate, so that they do not need an extra fitting and drilling of holes.

The practice of fixing winkers at approximately drivers' eye level seems to have much in its favour. But a murrain on the French habit of stopping without the slightest warning, just as a car from the opposite direction is about to pass.

In hot weather the passengers in French cars love to travel with an arm sticking out of the window.

At holiday time in France the congestion can be typically English—except that at a hold-up every driver soon starts blaring his always-powerful horn.

In Brittany, comparatively few caravans were seen, but there appeared to be a marked increase in camping. Tiny bottled-gas picnic stoves and plastic water carriers were much in evidence, tables, chairs, a wide variety of food and, of course, bottles of this and that.

So many, of various nationalities, asked questions about the Two-point-Four and had to be shown the engine and the interior that, though flattering to England and Jaguars, the owner at times found it verged on the embarrassing.

Perpendicular

UPRIGHT fronts and windscreens used to frighten all the air away, I suppose. But sleek shapes and slopes, and of course higher speeds, do nowadays make cars very noisy if a window is opened. The swivelling panel at the window front is often the culprit. A sort of buffeting roar, a supersonic whistle and a wobbly soprano may all be heard, competing for the occupants' attention. Then there is the thump of tyres, amplified by steel box constructions. The quieter engines, on their flexible mountings with their air intake silencers, can hardly be heard above all this.

Blown by steam pressure

Audible Warning

THE finest noises used to come from an old car run by a rather deaf friend. A silent and treacherous boil-er, it was modified by fitting a police whistle to the end of the overflow pipe. A police whistle blown by steam pressure in a traffic block is quite something, and once attracted a policeman.

"Terrible boil-er, your car, Sir. Why, it sounds like my whistle, ha! ha!"

"I think the end of the pipe is pinched a bit."

Well, the pipe wasn't pinched, but neither was the mendacious owner.

NEWS AND

ALTHOUGH HOPELESSLY inadequate for present requirements, there is no doubt that we are seeing increased road construction this year. Above is the high western escarpment of the Cotswolds, near Birdlip, where the road is in the course of widening and straightening; Below: the by-pass, which will carry A.5 traffic round the tiny village of Markyate, is half completed

Warrington Sequel

FOLLOWING the opening of one half of the new bridge over the level crossing at Warrington, Lancashire (*The Autocar*, August 24), the Ministry of Transport has now confirmed plans for a big one-way system involving the lower half of Bridge Street, one of the main shopping streets. Local traders are dismayed, it being generally believed that one-way systems in conjunction with no waiting have a considerable effect on shop sales in the roads concerned.

Advanced Drivers

SINCE the introduction of the Institute of Advanced Motorists less than three months ago, some 800 motorists have taken the advanced test, and the waiting list of about 1,300 is being steadily reduced as more examiners are appointed. Making this announcement, Mr. R. Gresham Cooke, M.P. (a member of the Institute's council), added that over 5,000 enquiries had been received. The proportion of candidates who fail the test is between 50 and 60 per cent.

A description of the advanced driving test appeared in *The Autocar*, June 29.

Two-pedal Control

AN automatic clutch control, developed by Newton and Bennett, Ltd., of Valetta Road, Acton, London, W.3, is to be featured in the range of a well-known car manufacturer. Used in conjunction with a normal gear box, a centrifugal clutch engages the drive from rest as engine speed rises, while for gear changing the clutch is released by a servo cylinder. Grasping the gear lever knob closes an electrical circuit to energize a solenoid and admit induction manifold depression to the servo cylinder. An overriding control regulates engine speed during a gear change to give a smooth re-engagement of the clutch. A further control, connected to the accelerator pedal, provides a more rapid re-engagement of the clutch when fast, downward changes are made with an open throttle. The Newtondrive Two-pedal Control will be fully described in next week's issue.

News from Germany

SOME 10 per cent of its 6,829 workers have been laid off by the Bayerische Motoren Werke (B.M.W.) of West Germany, and the rest have been put on to short time working. These moves are stated to be necessitated by government controls on credit to the buyer, made to prevent inflation. The daily production of the B.M.W. concern has been 20 V-8 saloons and sports cars, and 120 of the little Isettas (powered by a 245 or 300 c.c. engine). Most of the Isettas, and a number of the motor cycles which are also manufactured by the firm, are purchased on credit.

It has also been disclosed at Munich that plans are being made for a British manufacturer (whose name has not yet been revealed) to build the Isetta in Britain. The British company will have limited export rights.

Morris Breaks Africa Record

IN standard form apart from long-range fuel tanks, a Morris Isis has been driven 7,056 miles from Nairobi to Cape Town and back at an average speed of 60.7 m.p.h. The time taken for this journey—116 hours, 9 minutes—included a stop of 7½ hours at Cape Town, and is claimed to break the previous record by 31 hours 48 minutes. The car was driven by J. Manussis and P. Davies.

Trade Negotiations

MR. A. E. GRANT-CROFTON, of the Society of Motor Manufacturers and Traders, has stated in Oslo that Britain may press for opening of the Norwegian market to British cars, during the next Anglo-Norwegian trade negotiations. At present there are import restrictions on British cars, while the market is open to the import of cars from East European countries.

New Year Studebakers

IN New York last week seven new variants for 1957 were introduced by the Studebaker-Packard Corporation, but none of them carried the well-known name of Packard. Production is being transferred from Detroit to South Bend, Indiana. A spokesman of the company denied trade reports in London that Packards would be replaced entirely by Studebakers. The introduction of these new models was the first official function of the company since its financial agreement with the Curtiss-Wright Corporation a month ago.

Re-employment in Australia

MEN who were discharged from the Australian assembly factories of the British Motor Corporation and the Ford Motor Company in June are being re-employed in batches as production increases. Union officials say that the outlook is hopeful, but still serious; it is claimed that only highly skilled men are getting their jobs back. The B.M.C. is to work two shifts daily to increase its production by 72 vehicles a day.

No Caravan Route

CARAVANS and trailers are not allowed on certain Alpine routes in Switzerland:

Canton.—Berne: Frutigen-Adelboden, Frutigen-Kandersteg. (Exceptions sometimes made on special application.)

Obwalden.—Melchtal Road from Kerne. Engelberg Road: Grafenort-Engelberg.

Nidwalden.—Stanstad-Buergenstock, Ennetbuergen-Buergenstock, Beckenried-Emmetten, Dallenwil-Wiesenberg.

Glarus.—Klausen Pass.

Solothurn.—Weissenstein Road, north and south ascents; Balmberg Road, north ascent; Schelten Pass, from the fork of the Passwang Road up to the Canton frontier; Cantonal Road Ifenthal-Rankbruenneli.

Valais.—Caravans are prohibited from using the road between Les Broccards-Forclaz-Chatelard, and no caravans or trailers are allowed up the side alleys unless special police permission has been obtained.

Caravans can be taken over the more important Alpine passes in other parts of Switzerland, but a number of the higher routes close, in any case, from November.

VIEWS

Double Warranty

ALL new cars produced by the British Motor Corporation will now be covered by a warranty lasting one year, instead of the previous six months. Announcing this change it is stated that "the B.M.C. will accept responsibility within the terms of the warranty for defective materials or workmanship during the first year of use." Labour charges are, of course, not included in the warranty.

Norwegian Car Display

LAST week a four-day demonstration of the latest models of British cars and estate cars was held in Norway. It was the first display of its kind over there, and Crown Prince Olav and Princess Astrid were among the estimated 4,000 people who saw the demonstration.

French Taxation Change

NEXT month a new scale of taxation will come into force in France. It will be on a progressive rate, and will take into account age and engine power. The tax for cars up to five years old will be from £6 a year to £20; cars more than five years old and less than 20 years old will be taxed from £3 to £9. Between 20 and 25 years the rate will be £3, and older cars will not be taxed at all. There will also be a special category for very large and expensive cars, which will be charged at the rate of £100 a year.

Exports Up

CARS exported by the U.K. during July totalled 32,145 units, which is the highest for any month since May last year. July is now the third successive month in which car exports have shown an increase. Production, as opposed to exports, fell sharply in July to a weekly rate of 12,869 vehicles, which was the lowest since August, 1954.

The rising trend in car exports during recent months is a marked improvement on the earlier part of the year; total shipments for the first seven months (202,781) were more than 12 per cent lower than in the same period of last year.

Report on Canadian Parking

ON arrival in Southampton in the *Queen Mary*, after a visit to Canada to study the working of parking meters there, Mr. A. Samuels, chairman of the London and Home Counties traffic advisory committee, commented: "All we saw and learned confirmed our view that parking meters can and do play a very great part in controlling, to some extent, the indiscriminate parking of vehicles. In central London, 60,000 vehicles park for between two and four hours a day. I think it is a tragedy that these streets —important traffic arteries—should be clogged up, bringing about paralysis in London's traffic." Mr. Samuels added that although he thought parking meters would make a valuable contribution to London's parking problem, they would not solve it. The committee will recommend that parking meters be tried out in Westminster next summer.

Strike Continues

LAST Friday 150 draughtsmen of the Standard Motor Co., Ltd., who have been on strike since August 24, decided not to return to work; they were to meet during this week for further discussions on the situation. The strike, which now is recognized by the National Executive of the Association of Engineering and Shipbuilding Draughtsmen, is in protest at the method used by the company to serve redundancy notices on 25 draughtsmen.

Police Service

DRIVERS whose car head lights are out of alignment are being invited by the county police of North Yorkshire to call at the patrol headquarters in Northallerton to have them adjusted, free of charge, before the dark nights set in.

Speed Limits Cause Accidents

URGING more education in road safety and road improvements, the French Highway accident prevention society has stated that speed limits on the open French roads would mean traffic jams and more accidents. France now has 4,250,000 vehicles (excluding an almost equivalent total of two-wheel vehicles) on the roads, and this figure is expected to be doubled by 1960. The society asked for greater speed in clearing up the 2,100 highway black spots where accidents are most frequent.

Plastic Skoda

AMONG the exhibits at the second Czechoslovak Engineering Exhibition, which runs from September 8 to 30, is a Skoda 440 fitted with a plastic body. The plastic used is composed of polyester resin and glass fibres, while sheet metal and normal metal components are used in the sections of the body subject to the major strain. Equipped with this body the car is said to be 275 lb lighter than a standard Skoda 440. The car is only a prototype, and production will not begin until it has been thoroughly tested, and more experience has been gained of the materials used.

LATEST move in the campaign for silence in Paris is this new method of hailing taxis by hotel and restaurant doorkeepers, which replaces the piercing whistles previously used

ABOUT to leave the assembly line at the Daimler-Benz Sindelfingen plant, near Untertürkheim, is the 100,000th Mercedes-Benz 180

Blackout

ONE of the road lighting improvements on the Great North Road has had an effect opposite from that which was intended. It is the four-mile extension of sodium lighting north of Doncaster, which finishes at the Ardwick Urban District Council boundary. Unfortunately the lighting also finishes at a bend in the road, and local residents are of the opinion that the number of accidents at the spot has increased significantly since the lighting was installed. One driver said that motorists were plunged into blackness in the middle of a bend after many miles of well-lit road, with the inevitable blindness effect.

Safety Belt Standards

WASHINGTON State Commission on Equipment has fixed minimum standards for safety belts, and announced that dealers who sell non-regulation belts can be accused of misdemeanour. The belts must be nearly two inches wide, and have a breaking strain of 1,500 lb per occupant.

Stalinworks Renamed

RECENTLY, the current changes in Russia spread to the car factories. The Stalinworks company—which produces the Zis seven-seater saloon for official use—has now been renamed Zavod Imeni I.A. Likhatyeva. The last name is taken from Mr. Likhatyeff, who was previously head of the department where matters relating to the car industry were handled.

African Market

EXPENDITURE on cars, tractors, parts and accessories and garage equipment in Britain by South Africa is at the rate of about £20 million per annum. This year, imports of cars to South Africa are expected to reach a total of 34,000.

Farnborough Retrospect

A FULL account of the S.B.A.C. flying display and a report of the static show in the Exhibition Hall, are provided in the special **Farnborough Review** number of our associated journal *Flight*; this enlarged issue is on sale today, price 1s 6d as usual.

BUYING A NEW CAR: THE TAX ANGLE

WITH the Motor Show not far off, many persons may be contemplating the purchase of a new car, for delivery perhaps in the New Year. One of the questions that the prospective purchaser may well ask is—how does he stand with regard to claiming tax relief?

There are many angles to this problem. The position varies according to whether the car is to be used wholly for trade, business or professional purposes or only partly for such purposes, whether it is in replacement of a car previously used, and so on.

Where a car is used in part for business and in part for pleasure, just apportionment must be made of the respective uses, and that proportion, determined usually in agreement with the owner, will be applied in reduction of the full allowance that would otherwise have been granted, if the trade, business or professional user had been exclusive.

The first allowance that can be claimed is the "initial allowance." This, a capital allowance, is 20 per cent of the purchase price. It makes no difference whether the car is new or secondhand—this allowance is given once and for all.

Suppose you pay £1,000 for a new car which you are going to use half for business and half for pleasure. You can claim by way of initial allowance 50 per cent of the full initial allowance, which is 20 per cent of £1,000—£200. Therefore, you receive 50 per cent of £200 which is £100.

But that is not all. For the first year you are entitled to 50 per cent of the annual allowance for that year, in addition.

This annual allowance represents the amount of the depreciation. The full allowance is 25 per cent, and it is calculated for the first year on the purchase price—which in this case is £1,000—and for every succeeding year, on the written-down value of the car for the particular year. The written-down value, of course, will become smaller and smaller each year.

Going back to our example, you would be entitled to claim, by way of annual allowance for the first year, 50 per cent of (25 per cent of £1,000) = £125. Therefore, for the first year your allowances would be:—

Initial allowance ..	£100
Annual allowance ..	£125
	£225

In the second year you would receive the same 50 per cent proportion of the written-down value of the vehicle. For this purpose one must take the full written-down value in the same way as if the car was being used exclusively for business. The written-down value is determined each year by deducting from the cost price (£1,000), the total of all the allowances (including the initial allowance) given up to date.

At the end of the first year the written-down value would be:—

Cost price	£1,000
Less initial + annual allowances ..	£450
	£550

(Note: not £225, which is only half of the full allowance.)

In calculating the annual allowance for the second year, therefore, one must take 50 per cent of (25 per cent of £550) = £68 15s.

In the same way, at the end of the second year the written-down value would be:—

Written-down value (for previous year)	£550
Less: Annual allowance for second year ..	£137 10s
	£412 10s

Accordingly the annual allowance for the third year would be 50 per cent of (25 per cent of £412 10s) = £51 11s 3d, and so on.

What happens when the original car, in respect of which the allowances have been granted, is sold? The original purchase price, the price realized on sale and the amount of the tax allowances granted up to that date have all to be taken into account in determining whether the owner is to be entitled to any further allowance or, on the other hand, is liable to be assessed in respect of some fact of the allowance already granted.

If one bears in mind that the underlying idea of these allowances is to indemnify the owner in some way against the capital expenditure he has incurred in making his original purchase, the picture becomes clearer. First, therefore, one sees how far his allowances have, as it were, wiped out the original expenditure.

Say that a car has been purchased for £1,000, and that the total of all the allowances up to date amounts to £500. There is a balance of £500 in respect of the cost of £1,000, therefore, to be made up. Now this balance will be made up if the car is sold for £500, and it will be more than made up if it is sold for more than £500, but it will not be made up fully if it is sold for less than £500. To the extent to which it is more than made up, the taxpayer will become liable to be assessed on his excess. There will be, in other words, "a balancing charge." To the extent to which it is not fully made up, the taxpayer will be entitled to a further allowance, called a "balancing allowance."

Take these examples, first of a balancing charge:—

Cost price	£1,000
Total of allowances ..	£500
Balance	£500

The car is resold for £700. Therefore, the owner is, as it were, in hand to the extent of the excess of £200 (£700-£500) and he is liable to a balancing charge of £200.

Secondly, of a balancing allowance:—

Cost price	£1,000
Total of allowances ..	£500
Balance	£500

The car is resold for £300. Here the balance of £500 is made up only to the extent of £300, the price realized on this resale. Therefore, the owner is entitled to a further allowance—a "balancing allowance" of £200.

To take the matter a stage further; the old car is sold and a new one bought to take its place, the use being the same as before. There are two alternatives.

First is to treat each car as the subject of an entirely independent transaction from the tax angle. In that case the owner either would be made subject to a balancing charge, or receive a balancing allowance in respect of the old car, according to the circumstances, and start from scratch with regard to the new car, calculating the initial and annual allowances in respect of the second car without any regard to the first.

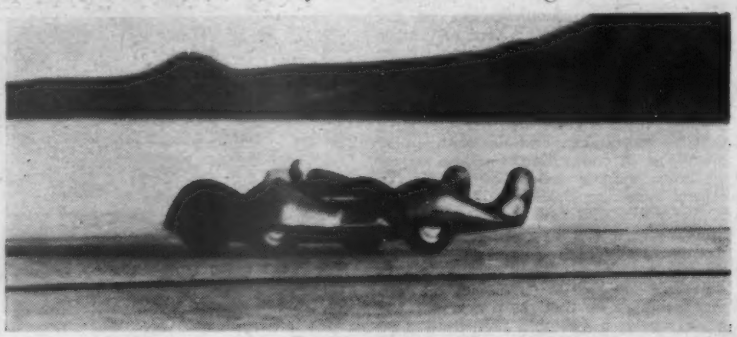
The second alternative would be, in the event of the owner becoming liable to a balancing charge in respect of the old car, to have the charge carried forward. In that event, the amount of the balancing charge would be deducted from the cost price of the new car, and the initial and annual allowance in respect of the second car would be calculated on the reduced figure. To take an example:—

Cost of a new car	£1,000
Deduct: Balancing charge in respect of old car to be carried forward	£200
Balance	£800

Total allowance for the year is £160 + £200 = £360, assuming that there was a 50:50 use for business and pleasure. The allowances would be halved, and, therefore, the total amount for the first year in respect of the new car would be 50 per cent of £360—£180—and so on.

T. J. S

Turbine Record for French Shooting Star



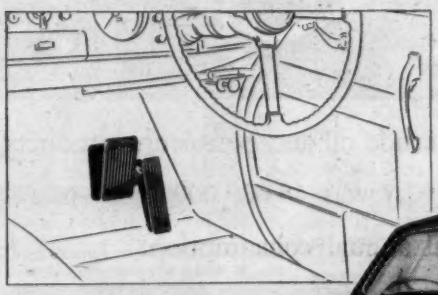
FRANCE'S experimental gas turbine-powered car—the Renault Shooting Star—has set up a record speed of 191.2 m.p.h. on the Bonneville Salt Flats at Utah, United States. A description of the car appeared in The Autocar, *June 29; the record is in class B category, for cars up to 1,000 k.g.*

The finest car of its class in the world

now offers you **an entirely new**

conception of motoring pleasure

To all the grace, space and pace that have made the Mark VII Jaguar admired and desired throughout the world—comes Automatic Transmission—bringing with it a wonderful new driving experience and a restful, effortless command of all the silken performance and supreme flexibility of the famous XK engine. This Automatic Transmission model, now available for the first time in Britain, has for two years been acknowledged abroad as offering the smoothest, safest and the most silent 2-pedal driving of *any* car—in any country. Without clutch or gearshift it provides, at the touch of accelerator or brake, the complete answer to town traffic conditions . . . it banishes fatigue from even the longest of journeys, and is at all times the last word in silent efficiency and a revelation in relaxed driving comfort.



Automatic Transmission

JAGUAR

JAGUAR CARS LTD · COVENTRY

London Showrooms: 88 PICCADILLY, W.1

The success story of....

THE total amount of crude oil and petroleum products sold under the BP sign last year was 48,000,000 tons—more than twice *this* country's total annual consumption.

The gallonage of BP Super sold in this country in the first half of *this* year increased at a rate three times that of the total sale of petrol in the U.K. It is the fastest growing premier grade petrol on the market.

BP Energol 'Visco-static' is the leading multigrade oil and outsells its nearest competitor by more than 2 to 1.

The British Petroleum Company operates 14 refineries in different parts of the world. These include four in this country with a combined total annual capacity of about 10,000,000 tons.

In competitive motoring, in this country and abroad, the products and services of the BP Group of Companies have contributed materially to many notable victories during the past twelve months.

THE BRITISH PETROLEUM COMPANY LIMITED

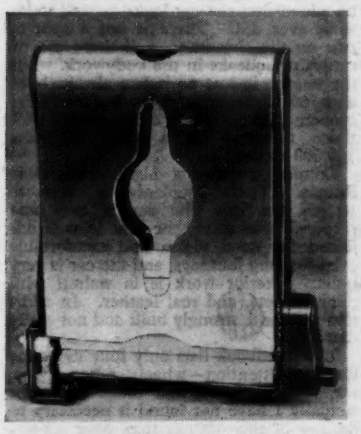
ACCESSORIES

Quick on the Draw

A NEW cigarette box and lighter for the facia is simple. A die-cast body, stove-enamelled in a black crackle finish, has several holes in the back plate, so that there is a choice of fixings. The front, also die-cast, but chromium-plated, forms the lid; this is easily opened for refilling, when ten cigarettes can be inserted.

The lowest cigarette always rests in a trough. A push-button to the right of this trough lights an electric element—a simple one that would be easy to rewire, if necessary—and pushes the cigarette against the element, lighting it. The cigarette is extracted easily. The box is wide enough to accommodate the bigger brands.

This is a solid device, could not rust, and should remain smart. The makers are the Automatic Car Cigarette Lighter Co., Ltd., Candem House, Corsham Street, London, N.1, and the price is £2 12s 6d.



The NMC cigarette box and lighter. The push-button is bottom right, and the igniter at the opposite end of the trough

De-furring Radiators

THOUGH overheating of car radiators through high summer temperatures has been markedly absent this year, it has continued to afflict those whose cooling systems are furred up by deposits from hard tap water. In particularly bad cases the build-up of such deposits can be very speedy, and some motorists use water-softening devices when filling and topping-up the radiator to prevent obstruction.

Tests have been made during recent months of Trawlskale No. 3, a preparation marketed by Trawlskale Scientific Services, Ltd., Tetley Works, Bolton Lane, Bradford, 2, at 7s 6d a tin, which is claimed to dissolve hard water deposits while the car is in use without risk of damage, and to inhibit the cooling system against corrosion or further build-up.

Its behaviour was observed in three cars which had marked furring of the radiator systems. In two, which were fitted with thermometers, it was found that the average running temperature on long trips was reduced by more than 10 deg F. In the third, which had no thermometer, there was no boiling, although previously it had been a fairly frequent occurrence.

The method of use is to dissolve a measured quantity of a powder, add it to the radiator water and later to drain, flush and refill. If one application is not sufficient it may be repeated.

Thin Gloves

THIN, soft leather which has a good grip on plastic and other slippery surfaces is used for the new driving gloves of John Russell and Co., Church Street, Westbury, Wiltshire. The palms are perforated, and the backs are knitted string. Men's sizes are 7½, 8, 8½, 9 and 9½; and women's gloves are 6, 6½, 7, 7½. Called the Henry Cotton Skintite glove, this design costs £1 15s a pair, post free.

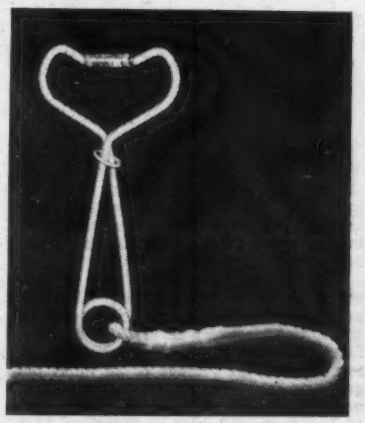
These were thought to be well-made gloves and very good for driving, being without undesirable bulk, stiffness or folds when in use.

Tows Without Snubs

NYLON is an almost ideal rope for amateur towing, because it is stiffly elastic, and has been found to absorb snubbing shocks to a remarkable degree. The size used by John Sidney, Ltd., Rochelle House, Brixton Hill Place, London, S.W.2, for their Klip-Tow seems to be that which gives breaking strains of up to 2 tons.

Nylon ropes can be washed, if dirty. This one has a plastic carrier bag, incorporating a useful "On tow" notice in large, red letters.

The Klip-Tow has strong, plated-steel ends made like tongs. Their jaws open 2in, and can be passed over the fittings selected for towage. Released, they spring together and grip the fitting. This is better than tying knots, which jam, or passing rope round sharp edges. But if the tongs were used on plated bumpers some padding would be desirable. The tow rope is 11ft long, and costs £1 19s 6d. The price seems fair in relation to the cost of nylon rope and of strong, steel fittings.



An attachment of the Klip-Tow. The natural position of the tong is closed, but it has been forced open for illustration, as it would be to fit over a bumper

Ribbed Car Covers

THERE are three requirements for a car cover, in open-air garaging—it must be strong and rotproof, waterproof, and have some means of avoiding trapped damp, which can rust bodywork in cool weather and bloom paintwork also if there is a hot sun.

The Car-Cap covers, introduced by The Cover Co., 122, Dalberg Road, London, S.W.2, seem to meet these requirements. The material is a rayon canvas, impregnated with vinyl plastic. The makers print a coarsely ribbed pattern on the inside, so that the material, to a great extent, is held clear of large panels such as the roof. It could be expected that the covers themselves would have a long life, for the canvas is strong, and neither vinyl nor rayon is susceptible to rotting.

Three sizes cater for all but very large cars—No. 1 is £8 5s, No. 2 £9 2s 6d, and No. 3 £9 17s 6d. An extra is a folding frame of Parana pine, with which a cover can be converted into a camping tent (£4 16s 6d).

A tent edition of the Car-Cap cover proved stable and roomy

100,000 Miles—£2,476 9s 4d

ANALYSIS OF RUNNING COSTS OF A ROVER 75

HOW much does motoring cost? I have recently completed 100,000 miles in my Rover 75, 1951 model, first registered in January 1952, at an average cost of just under sixpence a mile. Every penny spent on the car has been noted.

The car does around 22,000 miles a year, so the biggest consistent factor is petrol. In the first year the bill was about £120, but last year it was £172. The first petrol check, soon after the car was run in, gave an average of 25 miles per gallon. At 30,000 it had risen to 26.7 m.p.g., at 45,000 to 28.5, at 55,000 to 30.3, at 75,000 to 30.9, and at 95,000 to 32.0. I use the "Super" or "Extra" quality, but have not found that the car does any less miles per gallon on the ordinary grades.

These checks are taken over a distance of about 3,000 miles, which ensures that every sort of country is used and that fair proportions of long and short runs and town work are included. It may be taken, therefore, that these figures are accurate, the maximum percentage error, in fact, being only 0.25.

It may be asked how such high figures are possible in a car of the Rover's weight (30 cwt) and horsepower, and I think the answer is threefold. Partly it lies in the economical design of the cylinder head, partly in the use of the free wheel, and partly, of course, because of the economical way in which the car is driven.

The free wheel (which is in operation all the time except on ice-bound roads) is in use between 20 per cent and 25 per cent of the time, depending on the type of country. It does not, of course, save 20 per cent of the petrol bill as the engine is ticking over all the time the free wheel is in action, but I have found that it does save more than 10 per cent. This represents nearly 6d a gallon, 5s for each fill-up or £17 a year. In addition it makes the car very easy to drive, for it is not necessary to use the clutch at all except when stopping and starting.

The brakes have been relined twice; at 38,000 and at 80,000 miles. This gives the lie to the old belief that a free wheel necessarily involves the brakes in extra wear and tear. It could do so, of course, but these figures show that it need not. Again it all depends on how the car is driven.

The next highest bill comes from what I call "Routine Maintenance." This includes everything such as oil, tyres, battery, work on oil changes, filters, plugs and the like, everything, that is, except where the actual mechanism of the car, or the bodywork, breaks down and has to be renewed or repaired.

In the first year, this was only £33—regular oil changes and servicing attention and one decarbonizing. In the second year the brakes were relined and she was given another decarbonizing at 38,000; this cost £36. Secondly, there was another set of tyres for £41. And thirdly, a second decarbonizing for £23. The rest of the £146 went on routine oil changes again.

The third year brought a new battery for £11, and one decarbonizing for £16. The fourth year this item jumped again to £119, which included a fourth set of tyres for £32, another decarbonizing, and the second re-lining of brakes, which taken together cost £46, and the usual oil changes and so on to make up the remainder.

In the first and third years, and in the last six months there were no big items such as are outlined above, and this accounts for the very low figures of routine maintenance during these times. Taken over the four and a half years, therefore, routine maintenance works out at an average annual cost of about £80.

I should perhaps point out here that I have carried out the maker's instructions on oil changes almost to the letter; they have been done regularly every 3,000 miles. Decarbonizings have been frequent; at 8,500, 25,000, 38,000, 51,000 and 81,000. The car has been looked after by the same garage all the time, and they have given the car every attention it needed. I have not, therefore, economized on the routine maintenance figures and it is obvious that they could have been lower.

Oil consumption, as nearly as I could judge—it was practically impossible to be accurate in the circumstances—was 18,000 to the gallon when the car was new. This fell slowly and steadily, and is now at 1,600 per gallon. The engine has had no re-bore, and has not been altered in any way.

The original five Dunlop tyres lasted 25,000 miles, giving an average of 0.31d per mile. They were replaced by five Goodyear Eagles which lasted 31,000 miles, giving 0.32d per mile. Next, a set of four Dunlop retreads lasted 19,000 giving 0.27d per mile, and lastly a set of four Dunlop Tubeless lasted 27,000, giving 0.28d per mile. It should be remembered that the price of tyres has been rising steadily in the last four years and this should be taken into consideration when comparing these figures. On a mileage basis, the Tubeless gave about 20 per cent more service than the original Dunlops.

Repairs were practically nothing for the first three years—a total of only £6 8s 9d. But in the fourth year two new back springs were fitted (one had a broken leaf), and four new shock absorbers, and a new silencer (the old one had rusted through). This came to £26 16s 9d.

For convenience the figures are given below in tabular form.

I think the average man looks for five things when buying a car. Listed in order of importance (according to my ideas) they are reliability, economy, comfort, easy maintenance and speed. The Rover seems to me to fulfil these requirements better than any car made.

As to reliability, never once has the car refused to start and never once has it let me down on the open road. The first press of the starter is sufficient in 95 per cent of cases, regardless of temperature or of the fact that it may have been left out all night. This is, I think, the most important factor because, of all things, a car that will not go is the most useless, and one that is continually breaking down the most annoying.

Economy has already been dealt with. Apart from the figures mentioned it might be added that the car looks as well today as it ever did. There is not a spot of rust on the chromium, and there are no rattles or squeaks in the bodywork, while the engine is just as it has always been with no major overhaul. I think these economy figures would compare well with those recorded for a small car over 100,000 miles.

Comfort reaches a high standard in Rovers. There is plenty of room to stretch the legs, the car is easy and responsive to drive, the seat is well adjusted for good vision and comfortable even for long journeys, and the car is very quiet. Interior work is in walnut with thick carpets, and real leather. In addition the car is strongly built and not easily damaged.

The handbook lists only four items for weekly attention—wheel nuts, tyres, water for radiator, and brake reservoir. Actually I have not found it necessary to do any of this oftener than once a fortnight. Virtually the only maintenance is to grease the propeller-shaft every 1,000 miles. All the other jobs, such as changing oils and the like, the garage does at 3,000 mile intervals. The amount of time on maintenance work is, therefore, negligible.

Top speed is 85 m.p.h., the car cruises quietly at 55-60 m.p.h. and will accelerate quickly up to 70 m.p.h. This is good enough for me on English roads as they are today and, I think, good enough for the vast majority of other motorists, too; she is easy to hold at maximum speed.

One grows to love a Rover more and more, and appreciation grows with regard as the real quality of the car becomes apparent. I shall certainly have another—but probably not before this one has done another hundred thousand.

F. L. G. B.

	1952			1953			1954			1955			1956			Total		
	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d
Routine Maintenance and oil	33	8	6	146	2	10	58	6	5	119	1	0	8	15	7	365	14	4
Repairs	1	4	0	2	16	9	2	8	0	26	16	9	2	11	6	35	17	0
Petrol	123	0	0	160	0	0	163	0	0	172	0	0	78	0	0	696	0	0
Licence		5	0		5	0		5	0		5	0		2	6	1	2	6
Garages	10	1	6	9	19	6	10	0	6	10	2	6	5	1	0	45	5	0
Tax	12	10	0	12	10	0	12	10	0	12	10	0	6	5	0	56	5	0
Insurance	27	18	9	30	6	6	23	12	9	27	12	0	12	15	6	122	5	6
Depreciation	538	0	0	150	0	0	150	0	0	100	0	0	50	0	0	988	0	0
Loss of Interest on capital ...	37	0	0	37	0	0	37	0	0	37	0	0	18	0	0	166	0	0
Totals	£783	7	9	£549	0	7	£457	2	8	£505	7	3	£181	11	1	£2,476	9	4

Total cost £2,476 9s 4d for 100,000 miles—5.94d per mile.

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(C.A.S. BROOKS)

2ND ASTON MARTIN

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FOLLOW THE EXPERTS AND ASK FOR CASTROL BY NAME

WAKEFIELD Castrol MOTOR OIL

THE MASTERPIECE IN OILS

MOTOR INSURANCE EXPLAINED . . . By Finbar

Claims for Loss of Use

This is the second of two explanatory articles on motor insurance and its more complicated aspects, prepared by an insurance broker who has had extensive experience of the difficulties of interpreting the provisions of a policy so that they may readily be understood by the man at the wheel. The first article appeared in these columns a week ago.

THE loss of use claim, or the uninsured loss, is not covered by the normal comprehensive motor policy. If you are involved in an accident your car may be out of commission for three days, three weeks or even longer, and if you use the vehicle for business you will be seriously handicapped and probably suffer severe financial loss. Before hiring a car for the period during which your vehicle will be under repair, make sure you have effective insurance in force. The cost of a hired car will be approximately £14 per week, not recoverable under your policy unless special arrangements have been made. Insurers do not normally deal with such claims in the absence of a specially endorsed policy, which leaves you to negotiate the claim yourself or appoint a solicitor to effect recovery from the third party on your behalf; a good broker will do such work without charge.

Many motorists either choose to bear the first portion of loss themselves—say the first £5—or are obliged to do so by their insurers, possibly because of being a learner driver or of a series of small claims. If you consider damage caused in an accident was caused by the other person's negligence you have, of course, a common law claim against him and can sue him.

Best Advice

If you recover the full amount of your uninsured loss from him, then your own insurers cannot prejudice your no-claims bonus. It is essential, therefore, that conduct of a loss of use claim should be placed in experienced hands. A solicitor will deal with the matter and the reputable broker considers this to be one of his services.

A motorist must do all he reasonably can to mitigate his loss—the courts will not give sympathy to inflated claims or to unreasonable ones. This brings us to the question of what the car was used for. Classification of use for insurance purposes is divided into three grades, i.e., Classes 1, 2 and 3.

Class 1 provides cover for the following use:—social, domestic and pleasure purposes and use by the insured in person in connection with his business or profession. If a "Class 1" car is forced, due to repairs, to be off the road it would be difficult to establish a worthwhile loss of use claim. As far as social, domestic and pleasure purposes are concerned the insured admittedly will suffer some inconvenience, but this itself is not financial loss. Use in connection with his business or profession is restricted to himself. He could not claim for loss of orders due to not making his business calls, for that would show he normally solicited orders and such use of the car would be outside the cover of a Class 1 policy. He would, I fear, be restricted to claiming for bus and rail fares incurred through loss of use.

Class 2 allows use as follows:—social, domestic and pleasure purposes and for the insured's business. Thus goods can be carried in connection with the business and the insured's employees can use the car with the authority of the insured for his business. Obviously a much wider field is opened up here.

Class 3 allows use for social, domestic and pleasure purposes including business use and would cover commercial travelling: now here is an even wider field in which to operate.

Under Classes 2 and 3 policies there is never any difficulty in recovering a justifiable claim for the hire of a car whilst the damaged car is off the road but it is well nigh impossible to make a claim stick where it is insured on a Class 1 basis only. The circumstances have to be very unusual.

I would like to conclude this short series with a word of warning. Never entrust your car to a repairer who has not effected at least a motor trader's road risk policy in his own name. The usual argument of these gentlemen is as follows and several of them have lived to regret it. They argue that if your policy is a comprehensive one and allows driving by any driver with your permission, then all you need do is give this permission and your own policy will provide them with indemnity. Many policies forbid use of the vehicle for any purpose in connection with the motor trade and a great number, though comprehensive, restrict cover to named drivers or the owner only. The outcome of letting the garage drive your car is that there may be no insurance in force to cover damage to your vehicle.

The driver may be prosecuted for not having effective insurance in force and you also may be caught for aiding and abetting. It is more than likely that a motor trader driving without effective insurance would be deprived of a driving licence for a year or so in the event of discovery, and it seems most strange to me that for the sake of a few pounds per year a man will jeopardize his whole business. Most of the large motor traders with a reputation at stake have effective insurance, but beware the friendly chappy just down the road who will deal with the repair "reasonably" and would like you to "just sign this form" authorizing him to drive your vehicle. He may have his own cover but he also may not.

Third Party Claim

In a recent case before the courts a garage carried out repairs to a customer's car and one of the mechanics then took the car on the road for a test. During the test he was involved in an accident due to his negligence and the third party claimed a sum of £70. The motor trader did not even have a road risks policy in the name of the firm and since the firm was liable to the third party for the negligent driving of the employee mechanic the firm sought to recover the £70 from the owner of the car. The motor trading firm felt that the customer's policy should indemnify them, particularly since all their bills stated that cars were garaged and driven at owners' risk.

The customer concerned in this case had had quite a lot of work done on various occasions and the firm endeavoured to establish that a contract existed between the parties whereby the customer was responsible for any accidents. It was pointed out that many of the customers' cars were insured only whilst the owner or named drivers were driving, and that most private car policies did not cover use of the car for motor trade purposes, or agreements entered into by insured with third parties where liability would not exist in the absence of such agreement.

It was also pointed out that, whilst the garage was clear of responsibility for damage to the customer's car in view of the wording on the bills and the circumstances surrounding the case, that did not make the customer liable for the negligent driving of the firm's mechanic. The firm's claim for £70 therefore failed.

Teflon for Chassis Bearings

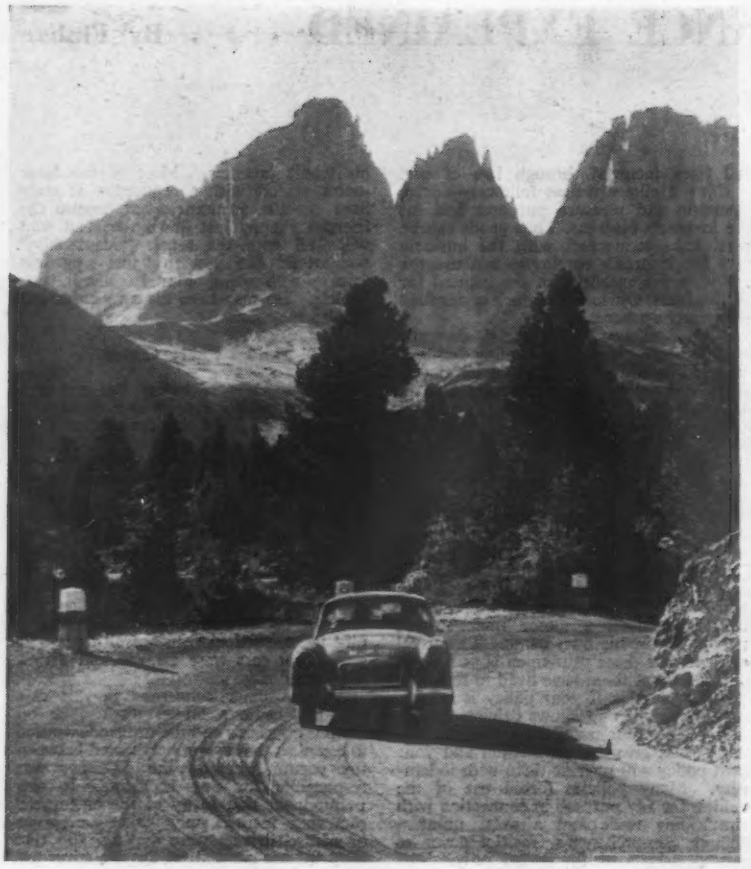
A FURTHER stage in the development of dry film lubricant bearings is the announcement that Teflon is being tested for use in front and rear suspension parts. Teflon, originated by the Du Pont Company in America, is a polytetrafluoroethylene (P.T.F.E.) fibre, woven into fabric. It is claimed to reduce friction by more than 50 per cent, compared with the usual lubricated suspension joint.

An example of its use is in a ball and socket suspension joint. The material is double woven with a backing of nylon or cotton, laminated with cotton-reinforced phenolic resin and formed into a cup which lines the socket. Before assembly, metal parts are coated with a special grease to prevent corrosion and the preformed bearing is moulded into place. The joint is then sealed.

Preliminary tests indicate that these bearings function satisfactorily without lubrication or other maintenance, and it appears that there will be no increase in initial cost over a normal joint.

Work on this application of Teflon to chassis bearings is being conducted by the American Metal Products Company of Detroit. Tests made on suspension ball joints under a compression load of approximately 1,000lb sq in showed that a force of 9.4lb was required to move a standard joint and 7lb to keep it moving after starting friction was overcome. The same test on a ball joint lined with Teflon fabric required an initial force of 2.1lb, dropping to 1.2lb.

Other applications by this company include steering tie-rod ball joints, control rod ends, self-aligning bearings, seals, bushes, hydraulic pistons and leaf spring end pads. With the need for a reduction in the number of greasing points and the neglect which chassis parts often suffer, such developments are to be welcomed.



The M.G. A driven by John Gott and Christopher Tooley (writer of this article) climbs in the sunshine while the towering pinnacles of the Dolomites look on

LIEGE–ROME–LIEGE

The Personal Aspect . . . . By C. TOOLEY

FOUR days and four nights of high-speed motoring without a break, 3,200 miles of roads varying from autobahnen to dirt tracks riddled with potholes, 42 passes in six countries, average speeds varying between 50 and 60 k.p.h., and 65 control points at which marks could be lost at the rate of 60 a minute for lateness. That is the basis of the Liége-Rome-Liége rally, one of the toughest events in the book, which on the average eliminates two-thirds of the cars which start off from Spa. To make it even harder, only two persons are allowed per car.

This year the route did not take in Rome as the turning point, and instead Jugoslavia was included for the first time. For most of this section, reliable maps were impossible to obtain; the Alpine Rally crews had brought back grim tales of the road surfaces so, all in all, Jugoslavia promised to be interesting—and it was.

There were entries from ten countries, and in Liége before the start the favourites were Gendebien (Ferrari), Nathan (Porsche), Cotton (Mercedes) and Laroche (Alfa Romeo). As it turned out, 1956 was not to be a good year for the favourites. There were 44 cars in the 2-litre class, and among them were four hard-top M.G. As, in which team I was privileged to be co-driver with John Gott. There were 13 British crews altogether, and it seems a great pity that the courage of private entrants in running their own cars in such a gruelling event does not receive more recognition in the Press and on the radio.

To give an account of every incident in 93 hours of motoring is clearly impossible; the following is a personal scrapbook rather than a work of reference.

We left Spa soon after midnight on the Wednesday night in the glare of floodlights and the blare of loudspeakers at full blast. The first night took us through the Black Forest and here, for the only time in the whole event, navigation was difficult and several crews went astray. Dawn found us on the autobahn to Munich and south through Mittenwald in Austria, where tourists lined the streets to give us a cheer. This was the easy part of the event—no passes, good roads, warm sun and time for quick refreshment at the controls.

Over the Brenner into Italy we went at a cruising gait and so to Ortisei, where the atmosphere sharpened. The Dolomite sections lay ahead, to the tune of 90 miles of very rapid driving if marks were not to be lost. Hairpin followed hairpin, the fantastic Dolomite crags soared above and around us, non-competing cars scuttled for cover as almost continuous horn blowing heralded our approach. And here I realized just how highly skilled are these mountain rally drivers, especially on the down-hill sections. Judgment has to be right when the alternative to getting round the bend is a few thousand feet of clear mountain air.

As the sun left the valleys we headed towards the Jugoslav frontier. The road became narrower and the headlamps showed up the pure white dust surface. The dust is very slippery, and the occasional slide became routine. At the frontier control a monk checked times, and a cold wind blew across the summit. Headlamps sweeping across the sky led the way to the Passo Moistrocco, and soon we were sampling its maze of loose-surfaced hairpins.

Our memories of Jugoslavia are of dusty and winding narrow roads which occasionally became fast, smooth *autostradas*. These fine roads would then stop suddenly and we would be back into the dust again. The Adriatic at dawn looked beautiful, but we were too busy at the Riviera control at Rijeka checking the oil levels really to appreciate the scenery.

More dust . . . Pazin, Gorizia . . . and we were back in Italy. The sun shone brilliantly, crowds lined the route and encouraged us with energetic signs to take the corners faster. But this was an easier section, and car and crew had to be saved for what lay ahead.

The third night arrived, and we were heading for the Terrible Triplets, the Stelvio, the Gavia and the Vivione. The Stelvio timed climb started from Trafoi, and here three cars were started at a time, in line abreast. As the road shortly became very narrow, the initial "dice" was somewhat hectic, but John pushed the M.G. ahead. Above us, and apparently reaching to the very sky, headlamps swept out into space as the cars ahead negotiated the hundred-odd hairpins.

On the way down we overtook four cars which had set out much earlier. Only nine cars did the Stelvio without penalty, and out of the 85 cars which had left Spa, only 55 were still running. Many of the remainder had been seen in Jugoslavia, abandoned and in most cases somewhat bent. We had only just missed ramming a TR3 which we came upon, broadside across the road just round a corner.

The Gavia is renowned for its narrow tracks, completely unfenced on its sheer drops. Our headlamps illuminated cloud, the next mountain and, on the whole, very little else. We saw Sim's Aston Martin abandoned; we came across a Porsche left on the apex of a hairpin. Into the valley we swept, and straightaway up on the Vivione, with more unfenced road and a surface punctuated by rock outcrops.

All this time the Mercedes 300SL of Mairesse-Genin had been putting up incredible times on the cols and had been penalized only one minute. The M.G. was going beautifully, 5,800 r.p.m. being called for again and again. On some stages of up to ten miles at a stretch, only first and second gears were being used. We had survived a dive into a rock wall to avoid a bus, and had found that starting handles are useful for levering wings away from tyres.

As we left the Vivione for the Italian plains reaction set in, and falling asleep at the wheel became the major hazard. However, a half-hour nap at Allesandria and the coming of dawn worked wonders, and the day's run through to the Izoard, Col de Vars and Col d'Allos was quite enjoyable. Navigation was not necessary —people and arrows showed the way, and the driver off duty dozed as well as he could. Horn blasts and the wailing of tyres do not, however, induce deep slumber.

The fourth night included the French Alps stretch, made up of numerous short sections. Altogether fourteen cols had to be stormed, and we had heavy rain and a blown exhaust gasket to contend with. For the first time we took pep pills, but they did not seem to agree very well with monoxide fumes. The Col de Lauteret was in cloud, with a thunderstorm thrown in for good measure, flood water in the valleys kept pulling the car to one side, our exhaust note at high revs was formidable—and tiring.

The last day across France was a medley of rain and sun, sleeping and driving, dreaming that you were driving and suddenly finding out that you were. We arrived at the finish at Spa, after stopping to clean ourselves a bit, to find a grand reception awaiting us. In fact everyone who finishes gets the full treatment—flowers, champagne, the lot.

Mairesse had won and a Porsche was second. Not a single under 1,000 c.c. car came back, nor did 50 of the 85 starters. But three out of the four M.G.s did, and we were pleased. Oh yes, and we enjoyed it!

Dust—not inferior photography—gives the impression that this picture was taken at the turn of the century. Photographic methods—and the cars—have improved, but not the Yugoslavian roads. The smudge in the centre is the works-entered Ford Taunus

DETROIT NOTEBOOK

MORE 1957 model titbits: Look for the most advanced torque-converter type transmission yet out of the Chevrolet laboratories. It will be more like the current Buick Dynaflow than anything else, but with considerably better overall performance. There will be *three* turbine sections and a two-position variable-pitch layout on a single stator, I understand. Stall torque multiplication ratio in low pitch is 4.3 to 1 at 2,700 r.p.m. input speed! (Closest to that figure is 3.4 to 1 on the 1956 Dynaflow.)

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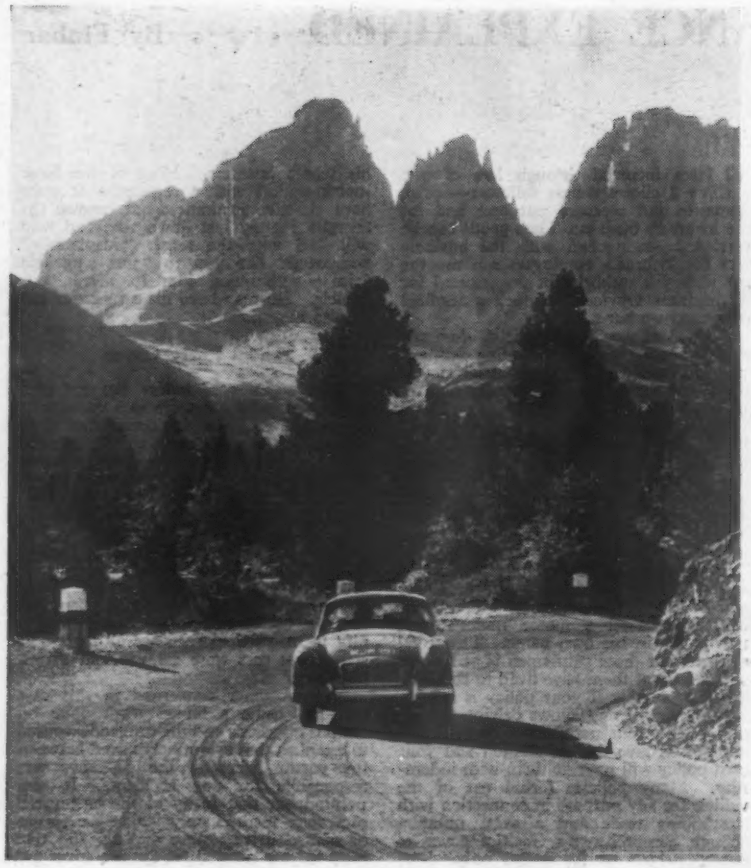
ROGER HUNTINGTON.



The M.G. A driven by John Gott and Christopher Tooley (writer of this article) climbs in the sunshine while the towering pinnacles of the Dolomites look on

LIEGE—ROME—LIEGE

The Personal Aspect . . . . By C. TOOLEY

FOUR days and four nights of high-speed motoring without a break, 3,200 miles of roads varying from autobahnen to dirt tracks riddled with potholes, 42 passes in six countries, average speeds varying between 50 and 60 k.p.h., and 65 control points at which marks could be lost at the rate of 60 a minute for lateness. That is the basis of the Liége-Rome-Liége rally, one of the toughest events in the book, which on the average eliminates two-thirds of the cars which start off from Spa. To make it even harder, only two persons are allowed per car.

This year the route did not take in Rome as the turning point, and instead Jugoslavia was included for the first time. For most of this section, reliable maps were impossible to obtain; the Alpine Rally crews had brought back grim tales of the road surfaces so, all in all, Jugoslavia promised to be interesting—and it was.

There were entries from ten countries, and in Liége before the start the favourites were Gendebien (Ferrari), Nathan (Porsche), Cotton (Mercedes) and Laroche (Alfa Romeo). As it turned out, 1956 was not to be a good year for the favourites. There were 44 cars in the 2-litre class, and among them were four hard-top M.G. As, in which team I was privileged to be co-driver with John Gott. There were 13 British crews altogether, and it seems a great pity that the courage of private entrants in running their own cars in such a gruelling event does not receive more recognition in the Press and on the radio.

To give an account of every incident in 93 hours of motoring is clearly impossible; the following is a personal scrapbook rather than a work of reference.

We left Spa soon after midnight on the Wednesday night in the glare of floodlights and the blare of loudspeakers at full blast. The first night took us through the Black Forest and here, for the only time in the whole event, navigation was difficult and several crews went astray. Dawn found us on the autobahn to Munich and south through Mittenwald in Austria, where tourists lined the streets to give us a cheer. This was the easy part of the event—no passes, good roads, warm sun and time for quick refreshment at the controls.

Over the Brenner into Italy we went at a cruising gait and so to Ortisei, where the atmosphere sharpened. The Dolomite sections lay ahead, to the tune of 90 miles of very rapid driving if marks were not to be lost. Hairpin followed hairpin, the fantastic Dolomite crags soared above and around us, non-competing cars scuttled for cover as almost continuous horn blowing heralded our approach. And here I realized just how highly skilled are these mountain rally drivers, especially on the down-hill sections. Judgment has to be right when the alternative to getting round the bend is a few thousand feet of clear mountain air.

As the sun left the valleys we headed towards the Jugoslav frontier. The road became narrower and the headlamps showed up the pure white dust surface. The dust is very slippery, and the occasional slide became routine. At the frontier control a monk checked times, and a cold wind blew across the summit. Headlamps sweeping across the sky led the way to the Passo Moistrocco, and soon we were sampling its maze of loose-surfaced hairpins.

Our memories of Jugoslavia are of dusty and winding narrow roads which occasionally became fast, smooth *autostradas*. These fine roads would then stop suddenly and we would be back into the dust again. The Adriatic at dawn looked beautiful, but we were too busy at the Riviera control at Rijeka checking the oil levels really to appreciate the scenery.

More dust . . . Pazin, Gorizia . . . and we were back in Italy. The sun shone brilliantly, crowds lined the route and encouraged us with energetic signs to take the corners faster. But this was an easier section, and car and crew had to be saved for what lay ahead.

The third night arrived, and we were heading for the Terrible Triplets, the Stelvio, the Gavia and the Vivione. The Stelvio timed climb started from Trafoi, and here three cars were started at a time, in line abreast. As the road shortly became very narrow, the initial "dice" was somewhat hectic, but John pushed the M.G. ahead. Above us, and apparently reaching to the very sky, headlamps swept out into space as the cars ahead negotiated the hundred-odd hairpins.

On the way down we overtook four cars which had set out much earlier. Only nine cars did the Stelvio without penalty, and out of the 85 cars which had left Spa, only 55 were still running. Many of the remainder had been seen in Jugoslavia, abandoned and in most cases somewhat bent. We had only just missed ramming a TR3 which we came upon, broadside across the road just round a corner.

The Gavia is renowned for its narrow tracks, completely unfenced on its sheer drops. Our headlamps illuminated cloud, the next mountain and, on the whole, very little else. We saw Sim's Aston Martin abandoned; we came across a Porsche left on the apex of a hairpin. Into the valley we swept, and straightaway up on the Vivione, with more unfenced road and a surface punctuated by rock outcrops.

All this time the Mercedes 300SL of Mairesse-Genin had been putting up incredible times on the cols and had been penalized only one minute. The M.G. was going beautifully, 5,800 r.p.m. being called for again and again. On some stages of up to ten miles at a stretch, only first and second gears were being used. We had survived a dive into a rock wall to avoid a bus, and had found that starting handles are useful for levering wings away from tyres.

As we left the Vivione for the Italian plains reaction set in, and falling asleep at the wheel became the major hazard. However, a half-hour nap at Allesandria and the coming of dawn worked wonders, and the day's run through to the Izoard, Col de Vars and Col d'Allos was quite enjoyable. Navigation was not necessary —people and arrows showed the way, and the driver off duty dozed as well as he could. Horn blasts and the wailing of tyres do not, however, induce deep slumber.

The fourth night included the French Alps stretch, made up of numerous short sections. Altogether fourteen cols had to be stormed, and we had heavy rain and a blown exhaust gasket to contend with. For the first time we took pep pills, but they did not seem to agree very well with monoxide fumes. The Col de Lauteret was in cloud, with a thunderstorm thrown in for good measure, flood water in the valleys kept pulling the car to one side, our exhaust note at high revs was formidable—and tiring.

The last day across France was a medley of rain and sun, sleeping and driving, dreaming that you were driving and suddenly finding out that you were. We arrived at the finish at Spa, after stopping to clean ourselves a bit, to find a grand reception awaiting us. In fact everyone who finishes gets the full treatment—flowers, champagne, the lot.

Mairesse had won and a Porsche was second. Not a single under 1,000 c.c. car came back, nor did 50 of the 85 starters. But three out of the four M.G.s did, and we were pleased. Oh yes, and we enjoyed it!

Dust—not inferior photography—gives the impression that this picture was taken at the turn of the century. Photographic methods—and the cars—have improved, but not the Yugoslavian roads. The smudge in the centre is the works-entered Ford Taunus

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ROGER HUNTINGTON.

HINT OF AUTUMN tints begins to colour the scene at Great Amwell, near Ware, Hertfordshire, said to be the starting-point of the New River which was constructed in the 17th century to meet London's ever-increasing demand for fresh water

Correspondence

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Hoteliers' Holiday

Michelin Guide Recommended. As a confirmed Francophile and a fervent admirer of the incomparable French cuisine, I was grieved to read in "Hoteliers' Holiday" (*Autocar*, August 24), the writer's unhappy experience of French hotels and restaurants. It is true that in France the range of prices, and the value they represent, is vast. Some kind of informed selection is, therefore, essential to avoid disappointments of this kind. I can only assume that the writer travelled without the Michelin Guide, an astonishing volume for the information it gives in the minutest detail about hotels and restaurants throughout the country. It is, in fact, the motorist's *sine qua non.*

I have been to France five years out of the last six. On the first occasion I travelled without the Guide, and had some unfortunate experiences. Since then I have never been let down. Furthermore, no hotelier or restaurateur has ever tried to charge me more than the prices indicated in the Guide. By selecting establishments recommended for their "bonne table," the tourist can be assured of superb food at prices which are clearly shown and often modest. The writer of the article mentions a hotel where he paid £3 10s for a good dinner for two. There are numerous places, as I know from my own experience, where for little more than half this figure one can partake of a dinner conceived, prepared and served to such a standard of perfection that no English coaching inn could serve its like for 10s 6d or anything approaching it, despite the lower price of food in England.

The standard of accommodation in French country hotels is admittedly inferior to that of similar establishments in this country, though it is also cheaper. Food is dear, but it is still possible to find very good value for the money by careful selection.

Lydney, Gloucestershire. GUY N. MOORE.

De Dion Memories

When Decelerator Became Accelerator. I am very interested in Mr. Henry V. Scott's letter under the heading "Two Pedal Control" (August 24). The system of throttle control by the brake pedal was known by the De Dion-coined term decelerator. It was changed to accelerator about 1919. It was more direct, instead of utilizing a cross-rod, supporting brackets and endless link-up, clevises, locking pins and the like, which needed the oil can constantly to keep them working freely.

Mr. Scott seems to have been a De Dion enthusiast. Did he ever own one of the V8 types of 24, 35 or 50 h.p., fitted with the Cardan axle, worm driven, with steel worm and bronze-wheel? No motor car historian has yet mentioned this design in any publication I have bought or come into contact with, but the 50 h.p. De Dion Bouton was used in the French Army transport in the 1914-18 war. Some of these big worm-driven axle jobs came over to Britain.

Many years ago I worked under the guiding hand of Mr. Platt-Betts, famous racing cyclist, friend of Humber and Berliet owners, expert motor engineer, revered by all who came into contact with him and, above all, a sterling citizen. He had a method of speeding up the performance of De Dions by boring

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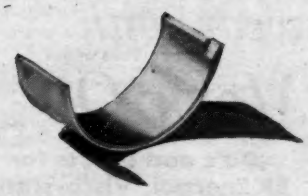

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THE FIRST 5-10 minutes after starting from cold is when your engine wears out fastest of all. As much as 60 times faster than on normal running. The reason is that conventional oils are too thick to flow freely when cold. They don't begin to circulate and do their job until your engine is warmed up.

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Up to 12% less petrol

With BP Energol 'Visco-static' you save petrol too because there's less oil drag. On start and stop running your saving can be up to 12%. Even on longer journeys you can save up to 5%. And there's the extra benefit of easier starting.

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Don't mix it with other oils.

Drain and refill with BP Energol 'Visco-static'. If you have been using a non-detergent oil run 500 miles, then drain and refill again.

Don't change to BP Energol 'Visco-static' if your engine needs an overhaul. In such cases continue to use the normal grades of BP Energol until it has been overhauled.

BP Energol 'Visco-static' is obtainable at garages where you see the BP Shield, in pint, quart and 1 gallon sealed containers.

Engine much livelier, writes motorist

"With BP Energol 'Visco-static' in the sump my 1½ litre Jaguar starts as easily after standing out in winter as in summer weather. The engine is much livelier on the oil than it was before."

S. R. Wilson, Gt. Yarmouth.

BP

BRITISH PETROLEUM COMPANY LIMITED

'Visco-static' is a trade-mark of The British Petroleum Company Limited

Correspondence

cylinder blocks out to the limit and fitting lightweight pistons of cast iron or aluminium by Laystall; this resulted in a remarkable increase of speed.

Luton, Bedfordshire. J. HARVEY.

[The early V8 De Dion Boutons were frequently referred to and illustrated in contemporary issues of *The Autocar*.—ED.]

Road Accidents

From Lord Montagu of Beaulieu

A Comparison with 1904. The seriousness of the yearly casualty figures which have just been published should not be taken lightly in any way, and no effort should be spared in reducing road accidents.

Before the professional anti-motorists raise their annual hysteria, however, it is most interesting to look at the accident statistics for the London Metropolitan area for 1904—incidentally, the date when the last main London thoroughfare was built, i.e., Kingsway. The figures clearly show that 90 per cent of the accidents were caused by horse-drawn traffic, which accounted for the injuring or killing of 7,584 in the Metropolitan district, compared with 640 by autocars and motor cycles.

Where, one might well ask, were the road-safety campaigns of the late 19th century? Was there an active Pedestrian Association? Why were there not driving tests for those who were in charge of horse-drawn vehicles? Considering the great increase both of traffic and population, and considering the noise of approach of horse-drawn vehicles, I think one can safely assume that the motorist is a far safer bet on the road than the old horse-drawn vehicles of the 19th century.

London, S.W.1. MONTAGU OF BEAULIEU.

"Thank You" and "Safe to Pass"

Ideas an Supplementary Signals. Mr. Dixon (Aug. 13) apparently has been making his "Thank you" sign at the same time as I have been making my "Pass" sign. This I have abandoned as, being fitted with green glass, it would need to be very brightly illuminated in daylight, though only dimly at night, if it were always to be clearly legible. The obvious solution is a bubble-type lamp with green glass, door-bell type switch and tell-tale bulb on the facia. Once the meaning of this was recognized, it would save much winding of slow-motion windows—a menace—and wet sleeves. I should like to have the views of others on this idea before trying it out. Am I right in thinking it is used on trailers in France?

In the meantime, having made and fitted the special switch and pilot bulb, I coupled this across the large single 48w reversing lamp circuit. I feel a couple of touches on this after overtaking can only be taken for "Thank you," and it does cut out horn pipping, and one longer pressure when being followed in daylight has been acted on, and acknowledged, as a "Safe to overtake" signal.

I would go further than Mr. Dixon and suggest that the use of tail lights, with the attendant flash to the front of the side lights, could be misleading in a variety of directions. And were my green-light idea to be adopted, I think it should be on the basis that the light going out should be taken to mean "No longer safe to overtake." How often has one had to convert the manual "Pass" signal to the unrecognized but much-used "Do not overtake."

Wallasey, Cheshire. A. TODD.

Laws Worth Borrowing

Mud Flaps In, Careless Parking Out? Having studied your excellent "translation" of the new Road Traffic Act (24 August) I am somewhat surprised that legislation has not been introduced to bring in measures that are common in other countries. The two items I have in mind are compulsory fitting of mud flaps to large vehicles and the elimination of parking facing oncoming traffic.

On trunk roads in this country it is quite possible to be virtually driving blind for seconds at a time, irrespective of wipers, washers and the like, because of the sheer volume of mud thrown up from heavy lorries with open rear wheels. No car would be permitted on the roads without adequate wings or mudguards, so why on earth should the larger vehicles be allowed to perpetrate this continuous menace?

Having spent about half of my 15 years of driving in other countries, I consider that one of the most frightening experiences perculiar to this country is to see a vehicle suddenly pull across the traffic in a busy street and come towards you, before

PROPAGANDA directed to the Dutch motorist, photographed by a reader in the town hall square at Gouda, carries the picture of a policeman's upraised hand, and the warning "If you drink, don't drive"

realizing that the driver is about to park immediately in front of your bonnet. If this practice is illegal at night, I cannot for the life of me see why it is not illegal by day.

Apropos your recent Editorial on returning from abroad, and one of your correspondent's queries on reactions of an overseas motorist, I would agree with you fully that the first and most noticeable hold-up on the roads is the continued obstruction on open roads that is apparently regarded as parking.

Motorists in this country must realize, sooner or later, that the present volume of traffic combined with inadequate roads no longer allows for stopping (as opposed to parking) at the precise spot that is convenient for business or pleasure.

I would say that the standard of driving observed over the past year in this country has reached a new all-time low, and much as I hate coercion, I feel that the time has come for the "Syren and Ticket" mobile policeman who can mete out rough justice on the spot, as opposed to the polite country policeman who is fighting a steadily losing battle, equipped with a push bike, to cope with 60 m.p.h. traffic.

Langport, Somerset. J. NEWBOULD.

After-sales Service

Thanks to Armstrong Siddeley. Recently I had gear box trouble with my Armstrong Siddeley Sapphire, which my usual garage thought was a matter for the manufacturers. I wrote to the makers, who at once 'phoned me. The same evening at 7 p.m. I had a works engineer on my doorstep; he decided that the car ought to be taken to the works at Coventry. It was collected the following day and returned to my address within a week, the job duly completed. The whole business was carried out in a most cheerful manner, at a time when they had only a skeleton staff due to annual holidays.

In these days, when one hears so much of dilatory service, it is indeed a pleasure to know that there is at least one car manufacturer who cares about his product once it is sold, and is prepared to back it up with a first-class service.

Appleton, Lancashire. J. E. COOKSON.

DO YOU KNOW THE LAW?

"Vehicles previously listed," referred to in the drawing above, comprise those for a maximum of seven passengers, goods vehicles under two tons, pedal cycles, motor cycles and invalid carriages.

GOODWOOD GLORIOUS AGAIN

C. A. S. Brooks Wins Main Event for Astons

ONE of the rare summery days of the season graced Goodwood last Saturday, when the British Automobile Racing Club held its National meeting. In every way it was a splendid day, for, apart from the sunshine, the entry was excellent, the racing exciting and the organization first-class.

The main event of the day—the Goodwood Trophy—was won by C. A. S. Brooks in a works Aston Martin, with Roy Salvadori second in a sister car. Ron Flockhart brought an *Ecurie Ecosse* Jaguar into third place, and E. Protheroe was fourth in a Jaguar-engined H.W.M. But this was the sixth event, held at 4.45 p.m., and the excitement of the day began with the first race at two o'clock.

The event was over five laps, for sports cars of up to 1,100 c.c. Only one entrant used a Ford engine, and as he was not in the running it may be said, in effect, that the entry was powered by Coventry-Climax 1,098 c.c. units. M. G. H. MacDowel drove a works Cooper, while J. K. Hall and C. Allison had works Lotus cars. The remainder of the field were similar, privately entered cars, with the addition of G. Rolls in a Tojeiro.

MacDowel made an excellent start, going straight into the lead, pursued by Hall, Allison and A. Stacey's Lotus. At the end of the second lap the order was unchanged, but Hall had closed right up on MacDowel, whom he passed on the third lap. Thereafter the two cars seemed almost physically connected as they tore round, with never more than a few yards between them. Not far behind, the second pair were having a similarly close struggle, but Stacey just failed to pass Allison. One could feel the excitement in the air after this excellent first event, while spectators awaited the formula 3, five-lap race.

Colin Davis (Beart-Cooper-Norton) had been fastest in practice, but with Russell (works Cooper), S. Lewis-Evans and D. Parker (Coopers) in the entry the race was clearly likely to be hard-fought—and it certainly was. All the cars made a good getaway, with Parker in the lead, followed by Russell and Davis. T. Bridger (Cooper) could be seen in fourth place through the haze of exhaust smoke.

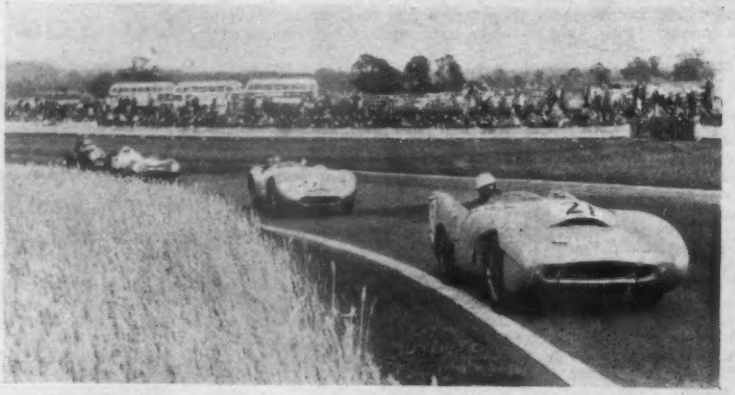
Russell, reigning 500 champion, drove like one. On the second lap he was in front, and thereafter he steadily led by a few more yards each lap to the finish. Behind him the order was Parker, Bridger and S. Lewis-Evans, but some interchanging was going on. Parker managed to keep second place, but Colin Davis, who had judged his race well, slipped through into third place in front of Lewis-Evans. Davis has been improving steadily race by race, and is now much to be reckoned with in formula 3 racing.

The Woodcote Cup was held over ten laps of the 2.4-mile circuit, for an entry of racing and sports racing cars of up to 2-litre capacity. Of outstanding interest was the works Cooper with 1,460 c.c. Climax engine. With single-seat coachwork, this is the prototype of next year's formula 2 Cooper, which appeared for the first time at Silverstone on July 14. It was driven very fast by Salvadori, who, at the end of the first lap, had already taken a useful lead. He continued to pull away, and at the finish was entirely on his own, having lapped most of the field (and this all in ten laps). All very promising for 1957. . . .

Above: C. A. S. Brooks drove the winning Aston Martin faultlessly. Below: No 2-litre car at Goodwood could catch Salvadori in next season's formula 2, 1½-litre Cooper

Behind him R. Bicknell (Lotus-Climax) held on to second place in front of Colin Chapman (Lotus-Climax) for eight of the ten laps, whereupon Chapman went by. Even third place was not to be for Bicknell, however, who was passed again on the last lap, this time by Les Leston in a Cooper-Climax. This race demonstrated the performance of the 1½-litre Climax unit, for 2-litre cars were not even among the leaders. E. W. Holt, well behind the first four, was first of the 2-litres with his ex-formula 2 Connaught. Lotus, Tojeiro and Lister cars with Bristol engines were not in the running.

Following a handicap in which Stacey (Lotus-Climax) scored a victory, there came the ten-lap Sussex Trophy for 1½-litre racing and sports racing cars. Once more this was a benefit for Salva-



Cliff Davis in the Lotus-Bristol won a special prize for the best 2-litre car. He is followed here in an earlier race by P. R. Crabb's Tojeiro-Bristol, the Lotus-Bristol of M. Anthony and R. Gibson's Connaught

SHELL All the Winners!

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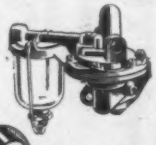

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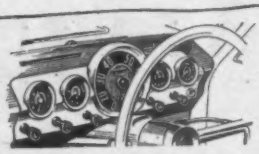

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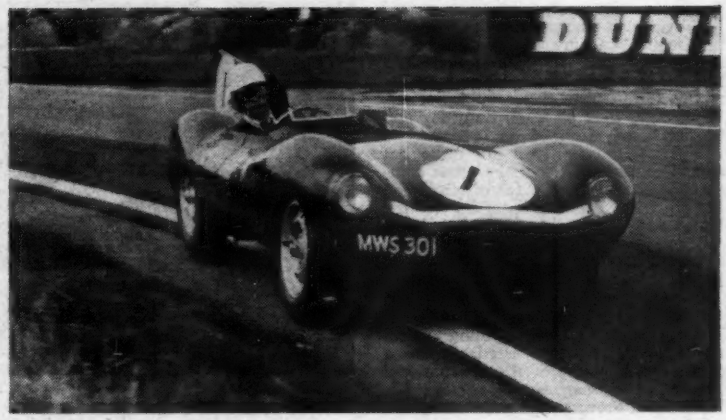
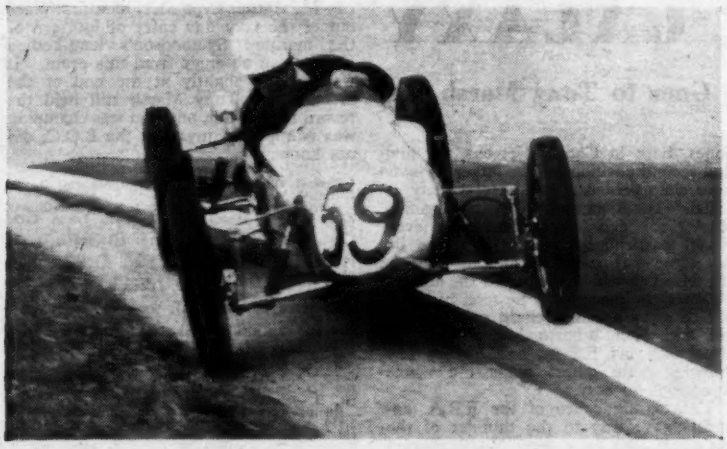
GOODWOOD . . .

dori and the Cooper-Climax monoposto. This time Colin Chapman was not left so far behind, but he still failed to offer any real challenge to the Cooper. Leston (Cooper-Climax) was third, in a race in which the order of the first five cars remained unchanged from the end of the first lap.

The clock showed 4.45 p.m., the flag went down, and to the familiar din of powerful sports cars of unlimited size the main event was under way: 21 laps to be tackled by 19 starters. At first it seemed that Salvadori was going to make it a real field day for himself as he whipped into the lead, this time in a works Aston Martin, but if this was his intention it was short-lived. C. A. S. Brooks, in the second works Aston, took over the lead on the second lap and held it to the end, with Salvadori finishing second. Brooks, demonstrating the form that won the Syracuse G.P. for Con-



Ron Flockhart drove the Ecurie Ecosse Jaguar (above) to third place in the main event. Below: J. Russell continues to dominate formula 3 racing. Here he is on the way to win the 500 event



naught, drove splendidly, pulling away from Salvadori into a really commanding lead.

Although the Astons were victorious, Salvadori had no easy task in holding his second place against the three *Ecurie Ecosse* Jaguars driven by Ron Flockhart, Ninian Sanderson and John Lawrence. E. Protheroe drove the H.W.M. with Jaguar engine very well, and was another threat to Salvadori. Lawrence dropped back during the race, but Salvadori, Flockhart, Protheroe and Sanderson were never far apart, remaining in that order from the end of the third lap. The lapping of slower cars started on the eighth lap, J. M. Trimble's Type C Jaguar being the first to be caught, such was the pace of the race.

The Duchess of Richmond and Gordon made a special award for the best 2-litre car, which was won by Cliff Davis in the very noisy Lotus-Bristol, which he handled so well.

There remained a second handicap, which was won by J. Lawrence in the *Ecosse* Jaguar from Protheroe (H.W.M.), Paul Emery (Emeryson) and J. M. Trimble's Type C Jaguar.

Considering the weather and the quality of the entry, the main grandstands were sparsely populated, but spectators no doubt reflected on their luck, enjoying the extra freedom of movement. Certainly those who stayed away missed an excellent day of racing.

PROVISIONAL RESULTS (lap distance 2.4 miles)

Goodwood Trophy, sports cars over 1,500 c.c. (21 laps): 1, Aston Martin DB3S 2,922 (C. A. S. Brooks), 86.19 m.p.h.; 2, Aston Martin DB3S 2,922 (R. Salvadori); 3, Jaguar D-type 3,442 (R. Flockhart). **Fastest lap:** Jaguar D-type 3,442 (N. Sanderson), 89.07 m.p.h.

Woodcote Cup, sports cars up to 2,000 c.c. (10 laps: 1, Cooper-Climax 1,460 (R. Salvadori), 88.34 m.p.h.; 2, Lotus-Climax 1,460 (C. Chapman); 3, Cooper-Climax 1,460 (L. Leston). **Fastest lap:** R. Salvadori, 89.81 m.p.h.

Sussex Trophy, sports cars up to 1,500 c.c. (10 laps): 1, Cooper-Climax 1,460 (R. Salvadori), 89.07 m.p.h.; 2, Lotus-Climax 1,460 (C. Chapman); 3, Cooper-Climax 1,460 (L. Leston). **Fastest lap:** R. Salvadori, 90.57 m.p.h.

The Madgwick Cup, sports cars up to 1,100 c.c. (5 laps): 1, Lotus-Climax 1,098 (J. K. Hall), 84.62 m.p.h.; 2, Cooper-Climax 1,098 (M. G. H. MacDowel); 3, Lotus-Climax 1,098 (C. Allison). **Fastest lap:** J. K. Hall, 86.75 m.p.h. (class record).

Formula 3 race (5 laps): 1, Cooper-Norton 499 (J. Russell), 83.33 m.p.h.; 2, Cooper-Norton 499 (D. Parker); 3, Beart-Cooper 499 (C. H. Davis). **Fastest lap:** J. Russell, 84.87 m.p.h. (class record).

Handicap races (5 laps each): A: 1, Lotus-Climax 1,098 (A. Stacey), 89.76 m.p.h.; 2, Lotus-Climax 1,098 (M. Zervudachi); 3, Cooper-Climax 1,098 (R. Mackenzie-Low). **Fastest lap:** Lotus-Climax 1,460 (C. Chapman), 88.71 m.p.h. **B:** 1, Jaguar D-type 3,442 (J. Lawrence), 84.44 m.p.h.; 2, H.W.M. 3,442 (E. Protheroe); 3, Emeryson 1,996 (P. R. Emery). **Fastest lap (tie):** Jaguar D-type 3,442 (R. Flockhart) and Aston Martin DB3S 2,922 (C. A. S. Brooks), 86.89 m.p.h.

BRANDS HATCH

IT rained so hard at Brands Hatch last Sunday that at times low cloud was swirling over the circuit. Nevertheless, the racing was good, and far from being cautious on the slippery track, everyone seemed to set about the racing in the keenest possible manner.

The Rochester Cup race for formula 3 was run in three heats, a final and a consolation final. The heats were won with ease by Stewart Lewis-Evans and Wicken, and with some difficulty by Russell, who found a most aggressive Bueb crossing the line a split-second behind him. Hall, racing through the field in heat 3, found a spinning Trackman (driving in his first race) in his way; he hit him, and both retired considerably bent. The final saw Wicken an easy winner from Russell and Bueb, on a track which by then had dried.

The formula 2 event was robbed of any real excitement by the absence of Salvadori in the new works Cooper, Chapman being slightly pressed by Dennis Taylor's 1,500 c.c. Cooper-Climax which crossed the line only 3sec behind the Lotus.

PROVISIONAL RESULTS (lap distance 1.24 miles)

Formula 3 race: Heat 1 (10 laps): 1, Cooper (S. Lewis-Evans), 12min 6sec, 61.49 m.p.h.; 2, Cooper (I. Raby), 12min 18sec.; 3, Cooper (J. Brown), 12min 34.2sec. Fastest lap: S. Lewis-Evans, 1min 10.8sec, 63.05 m.p.h. **Heat 2 (10 laps):** 1, Cooper (J. Russell), 12min 3.2sec, 61.72 m.p.h.; 2, Cooper (I. Bueb), 12min 3.6sec; 3, Cooper (A. Cowley), 12min 8.4sec. Fastest lap: I. Bueb, 1min 9.4sec, 64.32 m.p.h. **Heat 3 (10 laps):** 1, Cooper (G. Wicken), 11min 54sec, 62.52 m.p.h.; 2, Cooper (W. Towse), 12min 20.8sec.; 3, Cooper (R. Harrison), 12min 21.6sec. Fastest lap: G. Wicken, 1min 10.2sec, 63.49 m.p.h. **Consolation final (10 laps):** 1, Cooper (D. Parker), 11min 3.6sec, 67.27 m.p.h.; 2, Cooper (D. Iszatt), 11min 5sec; 3, Kieft (G. Jones), 11min 5.2sec. Fastest lap: D. Parker, 1min 4sec, 69.75 m.p.h. **Main final (15 laps):** 1, Cooper (G. Wicken), 15min 35sec, 71.61 m.p.h.; 2, Cooper (J. Russell), 15min 38sec; 3, Cooper (I. Bueb), 15min 42sec. Fastest lap (tie): G. Wicken and I. Bueb, 1min 1sec, 73.18 m.p.h. **J.A.P. race (10 laps):** 1, Cooper (R. C. Taylor), 11min 56.2sec, 62.33 m.p.h.; 2, Starlde (P. R. Green), 12min 1.8sec; 3, Smith (E. V. Koring), 12min 10sec. Fastest lap (tie): H. C. Taylor and E. V. Koring, 1min 9.6sec, 64.14 m.p.h.

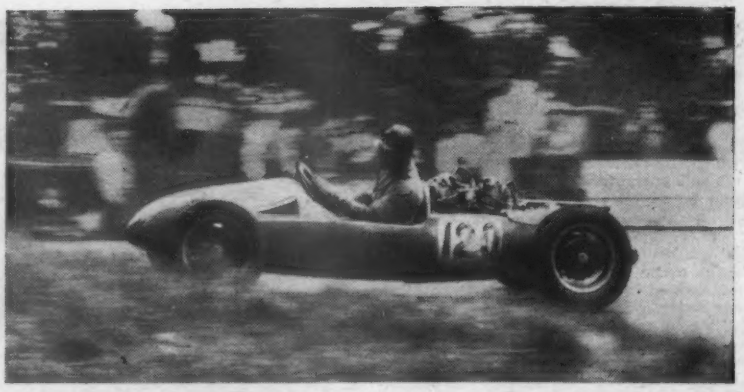
Formula 2 (15 laps): 1, Lotus-Climax 1,460 (C. Chapman), 15min 51.2sec, 70.40 m.p.h.; 2, Cooper-Climax 1,460 (D. Taylor), 15min 54.2sec; 3, Lotus-Climax 1,097 (C. Allison), 16min 2.4sec. Fastest lap: C. Chapman, 1min 2.2sec, 71.77 m.p.h.

Sports cars up to 1,200 c.c. (15 laps): 1, Cooper-Climax 1,097 (P. Gammon), 17min 31.4sec, 65.89 m.p.h.; 2, Cooper-Climax 1,097 (I. Bueb), 17min 53sec; 3, Cooper-Climax 1,097 (R. Mackenzie-Low), 17min 55sec. Fastest lap (tie): P. Gammon and R. Mackenzie-Low, 1min 9.2sec, 64.51 m.p.h. **Up to 1,500 c.c. (15 laps):** 1, Lotus-Climax 1,460 (R. Bicknell), 16min 21.2sec, 68.24 m.p.h.; 2, Lotus-Climax 1,097 (C. Allison), 16min 27.6sec; 3, Cooper-Climax 1,460 (D. Taylor), 16min 30.6sec. Fastest lap: R. Bicknell, 1min 3.2sec, 70.63 m.p.h.

Handicap (10 laps): 1, Cooper-Climax 1,097 (K. Greene), 11min 25sec, 65.17 m.p.h.; 2, Cooper-Climax 1,460 (D. Taylor), 11min 26.4sec; 3, Cooper-Climax 1,097 (G. Towse), 11min 29sec. Fastest lap: Lotus-Climax 1,460 (C. Chapman), 1min 1.4sec, 72.70 m.p.h.

IT'S an ill wind, or whatever the saying is—normally the Bugatti Owners' Club International Hill Climb at Prescott would have been held last Sunday, but because of intervention by the Lord's Day Observance Society, the meeting took place on Saturday and the sun shone; it rained on Sunday.

Even so, the sun was not quite hot enough to dry out Orchard Corner completely, and the damp patch of tarmac on the apex of the bend lurked in the shadows to upset several drivers. J. M. Perkins, in the Climax-engined Arnott, and C. W. Lambton were among them, the latter visibly annoyed with himself after his Ford-powered Overton had completed its slide. Tony Marsh, 1,100 Cooper-Climax, had everything under control as might be expected. It was a great pity that some of the international flavour was missing as the *Ecurie Les Zebres* from France, with a D.B.-Panhard and two Alfa Guilettas, were non-starters.



Fastest time of the day. Michael Christie, who also drove Rob Walker's 2½-litre Connaught, takes the Cooper 1,100 round Pardon's steep and acute hairpin, where so many good climbs are spoiled by excessive wheelspin

PRESCOTT GALAXY

Hill-climb Championship Goes to Tony Marsh

The 1,601 to 3,000 c.c. sports car class experienced early delay while D. R. Good's Triumph TR2 was removed from among the straw bales at Orchard, and afterwards no one got within reach of Denis Poore's time for the class, which stands at 47.63 sec in an Aston Martin. Ken Rudd tried hard, and his A.C. Ace took full advantage of its rear i.f.s. on the corners.

Although the French contingent had not arrived, there was H. J. Macdonald, from the U.S.A., with a left-hand drive Austin-Healey "M," and the Swedish entry of J. Fask in a 300SL Mercedes-Benz, which went in a neat 51.65sec. For a stranger to the hill to cover it in well under a minute was very creditable. Then, try as he did, Ken Wharton in a works' Sebring Austin-Healey could not better 51.05sec. The atmosphere of the hill would not be there without the noises off, and F. E. Walls' blown 2.3 Bugatti, although not outstandingly fast, did provide that beautiful music so dear to the ears of the true believers. The more noise, especially of the Bugatti kind, and the brighter the colours of the cars, the better on these occasions. But, in spite of the noise, the unlimited sports car class record held by Gordon Parker in the Jaguara at 47.16sec still stood at the end of the day.

Another visitor, C. G. Renaud, from Switzerland, in a lovely black and yellow, type 57SC Bugatti coupé, gave a most polished display, and the programme would not have been complete without Dr. Taylor's stark Cæsar Special, the rear end of which twitched in instant answer to very slight helm on the high-geared steering. His was one of the first of the formula 1 cars, and this class was dominated by M. A. H. Christie, driving Rob Walker's beautifully prepared Connaught. This combination knocked 0.24 sec off the existing class record of 45.44sec put up by K. Downing four years ago, also in a Connaught.

Then came the five hundreds, with their exhaust bark shaking the atmosphere, and only tenths of a second between C. A. N. May and D. Boshier Jones, both in Cooper-Nortons, for first and second positions. The larger *formule libre* class fielded a wonderful variety as usual. D. Richmond's blown Lagonda Rapier sounded in excellent tune, even if not particularly rapid; those who do not agree with crossed hands on a steering wheel should have studied the artistry of Peter Stubberfield as he took his 1926 35B Bugatti round Orchard and Pardon. He and Ken Wharton, who won the class with his E.R.A., and a very few knowledgeable others made the whole thing look so easy.

The tearing calico of the E.R.A. exhausts gave way to the thunder of the big twins, and there were Marsh, Wharton, Christie and Henderson among them, all *very* interested in the Hill Climb Championship. It gave food for thought to see Mike Christie beat his time in the Connaught with the twin-engined Cooper, and this helped him to collect the Staniland Trophy as well.

In the time-honoured Bugatti Handicap M. Hatton, type 35A, took first place out of the very fine entry of fourteen of the marque; Symondson's long-bodied 57S was an absentee from this event. It was raining slightly at the end of the meeting and Tony Marsh still held the record for the hill, but who was champion was wrapped in mystery; the B.O.C. did not know.

RESULTS

Fastest time of day: Cooper 1,098 (M. A. H. Christie), 44.45sec.

Sports cars up to 1,100 c.c.: 1, Cooper-Climax 1,100 (A. E. Marsh), 47.67sec; 2, Lotus 1,096 (Hon. E. G. Greenall), 48.44sec; 3, Cooper-Climax 1,098 (P. Lane), 49.52sec. **1,101 to 1,600:** 1, Lotus 1,467 (R. F. Bloxham), 51.15sec; 2, Lotus 1,467 (T. G. Cunane), 51.59sec; 3, Lotus 1,172 (G. Hill), 52.20sec. **1,601 to 3,000:** 1, AC Ace-Bristol 1,971 (K. Rudd), 49.29sec; 2, Cooper-Aston Martin 2,580 (P. Everard), 50.13sec; 3, Austin-Healey "S" 2,660 (K. Wharton), 50.87sec. **Over 3,000:** 1, HWM-Jaguar 3,442 (Raymond Fielding), 49.40sec; 2, Alta Jaguar 3,442 (E. P. Scragg), 50.51sec; 3, HWM-Jaguar 3,442 (Mrs. Doreen Fielding), 51.90sec.

Racing cars up to 500 c.c. unsupercharged: 1, Cooper 499 (C. A. N. May), 47.01sec; 2, Cooper 499 (D. Boshier Jones), 47.72sec; 3, Cooper 499 (R. B. James), 48.09sec.

Racing cars up to 750 c.c. supercharged or 2,500 c.c. unsupercharged: 1, Connaught 2,472 (M. A. H. Christie), 45.20sec; 2, Ceasar Special 1,991 (W. A. Taylor), 49.24sec; 3, HRG Special 1,767 (G. D. Pick), 49.97sec.

Formule libre (four or more cylinders): 1, E.R.A. 1,980 (K. Wharton), 45.85sec; 2, Bugatti 2,261 (P. J. Stubberfield), 46.80sec; 3, E.R.A. Special 1,960 (J. Berry), 47.81sec.

Formule libre (two cylinders): 1, Cooper 1,098 (M. A. H. Christie), 44.45sec; 2, Cooper 1,100 (A. E. Marsh), 44.98sec; 3, Cooper 1,089 (A. F. Rivers Fletcher), 45.55sec.

Bugatti Handicap: 1, Bugatti 35A 1,998 (M. Hatton), 42.16sec; 2, Bugatti 37A 1,496 (Hon. F. J. Somerset), 43.16sec; 3, Bugatti 35A 1,998 (D. Vickers Jones), 43.65sec.

Early Perpendicular, by comparison with the Cooper, though still very much to the fore in sprints and hill-climbs, the ex-Mays 2-litre E.R.A. (Wharton at the wheel) scores 45.85sec—third fastest for the day

WELCOME TO BRITAIN—PROVIDED...

By H. O. Oakes

DURING the summer months British motorists in their thousands stream across the Channel to Europe in search of pleasure, adventure, good food nd good motoring. For most of them the sense of adventure begins at the port of embarkation and continues throughout their journey abroad. As they travel, they find that they can add one more pleasure to the delights of a foreign touring holiday—freedom from restrictions. Their *Carnet de Passages en Douane* is, in truth, their car's passport, and just as their personal blue passport is an "open sesame" to all western European countries, so their carnet speeds them through western European frontier posts.

The motorist arriving at a French, Dutch, Italian, Belgian or German frontier post is delayed only just as long as it takes to stamp and detach the *Volet d'Entrée* and, between Benelux countries, only as long as the customs officer takes to glance at the carnet.

Sometimes a question or two may be asked about the contents of the car when it is piled high with baggage and effects, but the general rule is to welcome the visitor, wish him a pleasant journey and speed him on his way. His delay at the frontier is rarely longer than a few minutes, formalities are minimized and form-filling is unknown. The British motorist enjoys himself, the traditional camaraderie shown to wayfarers is universal, and European good will benefits.

How does the cherished visitor to Britain fare? How is the European traveller greeted as he disembarks with his car in England, the traditional home of freedom and democracy?

A Customs officer first shows him a long list of articles (generally printed in English only) which are subject to import duty and politely enquires if the visitor has "anything to declare." When he has declared a few items or made the usual protest of "Nothing to declare," the impassive official then asks if he may look at the visitor's bags.

This official then feels and fingers the contents of each bag in such a way as to make the potential foreign currency spender feel a criminal before he starts—perhaps one in a thousand is. The other nine hundred and ninety-nine might be spared such inquisitive fingering—the omnipresent but self-effacing Special Branch man is nearly always able to detect the "bad 'un" and deal unobtrusively with him.

Gracious Permission

However, more often than not, the overseas visitor is "let off" paying duty on his camera (providing he is not "principally resident" in the United Kingdom) and is graciously allowed to import two hundred cigarettes and a bottle of spirits, thereby denying the country about fifty-three shillings excise revenue.

At many ports, two notices are prominently displayed at the entrance to Customs and passport sheds. One reads "British Subjects Only," the other says "Aliens." Some visitors to this country have not sufficient knowledge of English to appreciate the difference between "alien" and "foreign visitor" or even "foreigner." Many have.

Having cleared himself as an individual, the visitor, or alien, has to clear himself as a motorist. Even when only about ten visitors are entering England, there is a queue. Normally at the counter where cars are documented, three people work; a Customs and Excise official, officiating with true Civil Service impassiveness, and officials from both the A.A. and the R.A.C. who voluntarily assist him.

I recently watched an American gentleman present himself at this counter. He carried a mass of papers in his hand—*Carnet de Passages en Douane*, Passport, Insurance Papers, International Driving Permit and several other bits and pieces. By the time he had finished, this bundle of documents appeared insignificant.

The Customs and Excise official first produced an impressive looking, four-page foolscap form called an "RF 24" bearing in large letters on the front "Application for (1) International Circulation Permit (2) Driving Licence (3) Certificate of Foreign Insurance."

It normally takes about five minutes for the experienced official to complete this form, which begins with the "particulars of the person making the Declaration and Applications contained in this Document" and "particulars of the vehicle brought into the United Kingdom." Although all this information is already contained on the *Volet d'Entrée* which is detached and retained, it must, apparently be officially recorded again.

Four Qualifications

The visitor then has to sign a declaration that he intends to make only a temporary stay in the United Kingdom, that he is the holder of the policy of insurance which has been registered on the form and that he requests to be supplied with (1) International Circulation Permit (2) Registration Card (3) Certificate of Foreign Insurance and (4) British Driving Licence.

When the American gentleman pointed out that he had a carnet, an international driving permit and a "green card" (a recognized international form of vehicle insurance) which covered all these points, the Customs and Excise gentleman pointed, in best official manner, to the signature space, stating "you will still have to sign, sir."

The American visitor, with the air of one who is about to start all over again, signed. He then noticed that his signature also authorized somebody of somewhere "whom I hereby undertake to keep notified of my address during my stay in the United Kingdom" to disclose this address to the police or local taxation officer "on demand."

"Who shall I put here?" asked the perplexed visitor, "I don't know anybody in this country; I've just come over to tour the country." "Oh, just put 'Touring'" suggested the official. "OK." And the American started to gather up his papers.

"Just a moment, sir," the official continued. "There is still page three."

Page three contains a "Declaration and Application for British Driving Licence" which is issued on production of an International Driving Permit, and the signature of the applicant certifying that he is the same person as the holder of the Permit (in case, presumably, he cannot be recognized from his photograph in the Permit). If the overseas visitor is unfortunately not in possession of an international permit, he may be called upon to undergo a driving test on the spot.

However, in this case, these trivial formalities were satisfactorily completed and the official was able to turn his attention to Form RF 24A (Registration Card), which again records full particulars of the vehicle to be imported including "Letters and Numbers on the Identification Plates (if any)."

Out of Ink

The Customs official's fountain pen ran out of ink at this stage. He looked around for a bottle. "Here," volunteered the American, holding out a ball-point pen. "Use this."

"Sorry, sir. Can't use that. The ink would fade in the sun." He unearthed an "official" bottle of ink, carefully filled his pen and the form was finally completed.

"What do I do with this?" asked the American as he was handed RF24A.

At this point I saw the A.A. official who was helping a Swiss gentleman through form RF 24 look across at the American and I thought, for a moment, that he was about to tell him. But he said nothing, and returned to his own form-filling, contenting himself with muttering audibly about the stupidity of the whole system.

"This is to hand to the police in case you have an accident," explained the Customs official. "Oh, I see," replied the American, raising his eyebrows as he read the first words on the card—"This card should *not* be kept in the car, but with other papers which you carry relating to the vehicle or otherwise in a safe place." He was probably remembering that he was touring in the country, and was trying to work out for himself where he *would* keep it.

The American, in common with every other "alien" entering the country with a motor vehicle, was then handed "Notice No. 115a"—"Conditions Applicable to Motor Vehicles Temporarily Imported into the United Kingdom." I watched his eye roam down the paragraphs—"Warning," "Conditions," "Information" and "Definitions." I watched his perplexity give way to resignation as, under "Warning" he read "This notice should be read carefully" (which is more than the compilers had done, for the very next sentence states—in the 1954 edition of which 70,000 were printed—"Any breach of the conditions may render the *vehicle* liable to forfeiture.")

As the International Circulation Permit and the driving licence was being made out, our American friend must have felt already half-Anglicized as he read, under "Definitions," that the term "principally resident" has "a particular legal meaning in relation to the Temporary Importation Regulations."

"A person is by law," Notice 115a states, "deemed to be principally resident in the United Kingdom if he has stayed in the United Kingdom for six months or more in a year on an average during the two years prior to the importation of the vehicle." This is very important, for if the visitor is, by definition, "princi-

WELCOME TO BRITAIN . . .

pally resident" in the United Kingdom he ceases to be entitled to the "facilities" of a visitor. The Notice also lists, among its three closely printed pages, certain limitations "on use or disposal of the vehicle in the United Kingdom."

I rather fancied that, by the way in which the American stuffed Notice 115a into his pocket, he felt that if he stopped to read and digest it all, he would become "principally resident" and would have to start all over yet again.

After about twenty minutes of form-filling and having signed his name no fewer than five times to various documents, the American visitor was allowed temporarily to import his vehicle into the United Kingdom—provided that it be re-exported "before the expiration of the validity of the carnet or triptyque, or before the expiration of three months from the date of importation, or as soon as the purpose of the journey has been served, whichever is the earliest date."

This last condition really refers to commercial vehicles, but the pleasure-seeking motorist visiting our fair island is hardly likely, at this stage, to refer to "paragraph 9(a) (v)" to check it. He will probably tear the Notice up and set out to enjoy himself.

Why cannot British officialdom do the same? All the essential information is on the *Volet d'Entrée* of the Carnet. If every visitor has to be subjected to such a complicated and time-wasting routine and be asked so many questions, we shall never attract many motoring visitors. Forty overseas visitors cause the entire cumbersome machinery to become bogged down for hours. What would 400 do—if we ever reach that happy state at any one port at any one time?

If we must submerge our overseas visitors in paper, let us give them information on how to enjoy themselves in the United Kingdom and facilitate their entry. The Germans have already said that shortly they will no longer require even a carnet to enter their country. Is it too much to ask officialdom to burn their stocks of RF 24, RF 24A, Notice No. 115a, Tax Free "stickers" and all the rest and, instead, welcome the motoring visitor to Britain with a smile and "Bon Voyage," and a brief, straightforward notice about British motor insurance requirements—printed accurately in the principal European languages?

Why cannot we accept the *Carnet de Passages en Douane* (issued under international agreement by accredited automobile clubs and associations the world over, and accepted by some 60 countries, each of whom issue comprehensive pamphlets explaining rules and conditions in other countries) as a "car passport," just as a British motorist's carnet is accepted abroad?

THROUGH THE MILL

Esmeralda Takes Her Test

MORE than one owner of an old and beloved car must have quaked at the thought of the forthcoming roadworthiness tests for cars aged ten years and over.

I recently had an opportunity of watching Hendon's experimental inspection station in action. Although I accompanied Esmeralda, a stalwart two years my senior, the majority of the vehicles passing through the inspection bays were of recent production.

The atmosphere reminded me of an Army medical. Driving gingerly through large, wire-meshed gates, we collected a numbered tally and handed it in at the first bay. Having given Esmeralda's make and year of birth, there came a swift check of horn, windscreen wipers and indicators, the details being recorded on a card like a hospital progress chart which followed us round on each test.

From the depths of an inspection pit an overalled mechanic peered knowingly at the underneath of Esmeralda while pulling on a grease-blackened pair of gauntlets. He waved us on until the front wheels came to rest on small turntables—which made it easier to spot any play on steering, king-pins and track-rods.

We came off tolerably well on this, but were jerked out of congratulatory thoughts by being bounced up and down in the car as if we were driving over boulders at high speed. This, we soon learnt, was Gauntlets underneath, apparently seeing if he could pull anything off. A mechanic with the progress chart shouted down to enquire the results of the strategically placed shaking: Rattle, rattle, rattle: "All right, Bill?"—"No. Loose silencer." Bang, bang, bang: "All right, Bill?"—"No. One nearside front leaf spring gone" . . . and so on.

Anything loose is soon detected, and the bodywork is thoroughly examined, with especial attention to doors and wings.

In the lights section came the biggest shock. The stop light didn't work, the rear lights were not at their best, and only one headlight shone. But worse was in store.

Our head lamps were confronted with a searchlight affair rather like a miniature television camera which recorded candlepower. The white-overalled mechanic seemed to have difficulty in taking the readings, and eventually said: "You've got 2,000 candlepower on one headlight, sir, and the other appears to be dead—we like 10,000 minimum on each. . . . Yes, yours would probably be brighter with the dynamo turning—which means the wiring wants renewing."

Having swallowed these remarks and accepted a pamphlet outlining the dangers of head light dazzle, we were waved on to the sore point of most old cars—brakes.

The test is stringent, each wheel coming to rest in a trough formed by three rollers, which a mechanic attempts to rotate with the aid of machinery. If your brakes are good and lock hard, it will be difficult to make the rollers turn. They did so merrily for us. Without being unduly optimistic it is hard to see many cable-brake cars passing this test; you are given no certain distance in which to pull up, but must resist those rollers—a different kettle of fish altogether.

The mechanic wished us on our way with the best of luck—a kindly gesture which sent us to our crowning ignominy. Engine on, gear in, clutch in—but no movement. We were stuck! The mechanic gave us the shove necessary to help Esmeralda out of the rollers and away.

The test is carried out with extreme efficiency and takes no more than a quarter of an hour, four cars in different bays being able to be tested at the same time. Because it is experimental no records are passed to the police and no charge is made.

M. J. P.

BOOKS RECEIVED

From Veteran to Vintage, by Kent Karslake and Laurence Pomeroy. Published by Temple Press, Ltd., Bowling Green Lane, London, E.C.1. Price 42s.

With the Christmas season already in distant prospect, the annual spate of sketchy and hurriedly prepared books on varied aspects of motoring is presumably almost ready to be launched. Nothing is more damaging to the historical background of a subject than the perpetuation of fallacies by their constant repetition, as so often happens when the inexpert take advantage of a flourishing market.

The joint authors of *From Veteran to Vintage* share a profound knowledge of their subject, of which the roots run deep into the past. Both, moreover, are regular attendants at most of the functions organized by motoring clubs concerned, and this new publication, therefore, can be recommended as authoritative and accurate; it is also thoroughly readable. Dealing with the period 1884-1914, it does not in fact reach the so-called Vintage era (1916-1930) as the title might suggest. The first section, by Laurence Pomeroy, traces the technical advances achieved during the period covered, and gives much of the background of the most famous designers responsible for those advances, from Daimler, Benz, Maybach and Levassor in the nineteenth century to his own father in the twentieth.

Kent Karslake deals, in the second section, with the competitive side of the picture; from the earliest races and trials, in which virtually production cars took part, through the days of the specialized monsters to the more delicate and scientific designs which were making their appearance in the years immediately preceding the first World War. He pays homage to Léon Serpollet, but for whose early death in 1907 the steam car might well have survived for many more years. In the third and final section the same author recounts his personal impressions at the controls of each of 25 representative vehicles, ranging from the gentle single-cylinder Lutzmann of 1894 to the "Prince Henry" Vauxhall of 1914.

Each author has his own distinct and distinctive style, and neither is devoid of a sense of humour with which to lighten the load of any reader who might otherwise find such an abundance of information difficult to absorb. This volume is well produced on good quality art paper.

The Sport

CONTINENTAL NOTES

NEXT SEASON

CHAMPIONSHIPS

JUDGING BY the formula 2 activity going on at Maranello, Enzo Ferrari has very little intention of giving up motor racing—and this was borne out by his presence at Monza a fortnight ago, looking much more cheerful than of late. The new V-six, formula 2 engine is progressing well; the first example should be on the test bed by the end of this month. Brief details of the engine are as follows: 1½-litre, V-six, with twin o.h.c. on each bank; chain-driven camshafts; three double-choke downdraught carburettors, mounted in the centre of the vee, one choke for each cylinder; three-bearing crank, with very thin webs. There is no question of modifying an existing chassis frame for the formula 2 cars; a completely new design is being conceived—new frame, new gear box, the lot. In addition to the V-six there is also a 1½-litre, four-cylinder engine on the way, and there is still their original 12-cylinder 1½-litre.

Next year will be purely experimental so far as formula 2 is concerned. Formula 1 racing will continue with a completely redesigned chassis, but the Lancia V-eight engine will still be used. It is likely that Monza was Ferrari's last formula 1 race for 1956, the next appearance being in the Argentine on January 13.

Concerning the Musso *contretemps* at Monza, when he is alleged to have refused to hand over his car to Fangio, Musso himself says that he did not refuse to give up the car; he was only explaining to the team manager that he was not tired, and did not want to be relieved. He is, apparently, quite obviously still in high favour with Ferrari, so the suggested rift seems not to exist. Von Trips' accident during practice, when he virtually wrote off one of the Ferraris, was caused by a broken steering arm. This was not discovered until after the race—if they had known it, the steering arms on all the cars would have been strengthened before the start.

Ferrari is very interested, it seems, in the proposed 500-mile race to be held at Monza next year. Duane Carter, president of the U.S. Auto Racing Club, has been in Maranello recently to consult Enzo Ferrari and find out his views about suitable engine sizes for this race. It will require a special car designed specifically for track racing—rather like the Indianapolis cars, at which, of course, the Americans are experts. Concerning Le Mans, Ferrari does not approve of the fuel consumption rule, but is willing to comply if the rule is to be enforced in next year's race. He feels strongly—as do so many others—that the rule detracts from the significance and prestige of the 24-hour race. In any case, if the rule does still hold, Le Mans will once more be a non-Championship event, which would be a great pity.

No fewer than seven 3-litre, 12-cylinder Ferrari Europas are to run in the Tour de France; three of these will be works-entered. Jean Behra is to drive his new Porsche Carrera.

THE 250F MASERATI, which Jean Behra drove at Monaco in May, has been sold to John Du Puy. Maserati is continuing to work on fuel-injection, and now has a Bosch pump with hydraulically-operated rack and pinion linkage; injection is directly into the cylinders, just below the exhaust ports (as used at Spa). Moss ran out of fuel at Monza because of a split fuel tank—not a tactical error. The new Maserati factory at the back of the old one is nearly complete and is to be used mainly for building Gran Turismo cars. The two new G.P. cars used at Monza by Moss and Behra are to be dropped and Maserati will have a completely new car for next season's races.

THE SEASON seems hardly to be over before one starts considering next year. The R.A.C. has announced the three main dates in Britain's sporting calendar for 1957—the British Grand Prix, July 20; the R.A.C. Tourist Trophy, September 14, and the R.A.C. Rally of Great Britain, March 5 to 9. These dates were decided at the C.S.I. meeting held at Milan on the Monday following the Italian Grand Prix.

The dates for the International *grandes epreuves* have been decided as follows: Argentine G.P., January 13; Monaco G.P., May 19; Indianapolis 500, May 30; Belgian G.P. (which is also to be the European Grand Prix), June 2; Dutch G.P., June 16; French G.P., July 7; British G.P. (to be held at Aintree, not Silverstone), July 20; German G.P., August 4; Italian G.P., September 8.

The European Touring Championship will be decided on the following events: Monte Carlo Rally, January 20; Sestrières Rally, Italy, February 24 to 28; R.A.C. Rally of Great Britain, March 5 to 9; Acropolis Rally, Greece, April 10 to 14; Tulip Rally, Holland, May 5 to 9; the German counting event (possibly Wiesbaden), May 30 to June 2; Rally of the Midnight Sun, Sweden, June 16; Geneva Rally, June 27 to 30; Alpine Rally, July 7; Liége-Rome-Liége, August 28 to September 1; Adriatic Rally, September 11 to 15.

The Sports Car Championship—the *Coupe de la Commission Sportive Internationale*—for manufacturers will be decided on the following events: Buenos Aires 1,000 kilometres race, January 20; Sebring 12 hours race, March 23 and 24; Mille Miglia, May 12; Nurburgring 1,000 kilometres race, May 26; Le Mans 24-hour race, June 22 and 23; Swedish Grand Prix, August 11; R.A.C. Tourist Trophy Race, September 14.

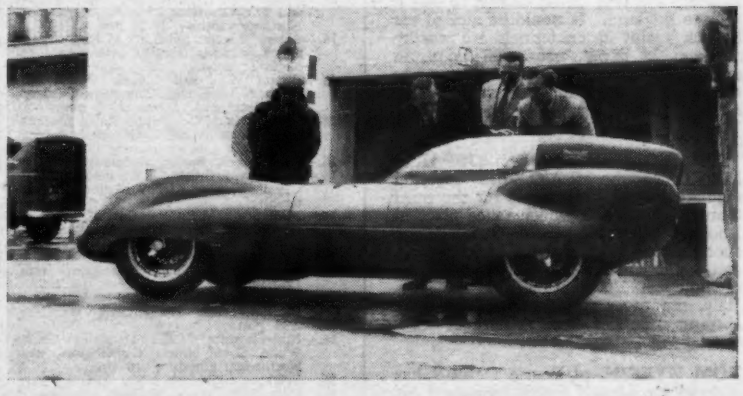
So now you can start planning next year's holiday to coincide with one of these dates.

STARTING FROM London, Bristol, Norwich and Penrith, this year's M.C.C. Derbyshire Trial will be held on October 5 and 6. Entrants may select their own route from the starting points to Cromford, near Matlock, which section is covered during the night, as with the Land's End and Exeter Trials. A common route will lead on to the breakfast stop at the Rutland Arms Hotel, Bakewell. Thence a circular route from Bakewell back to Bakewell may include (depending on conditions) as observed sections Litton Slack, Blacker Mill, Bamford Clough and others of a similar nature. The total mileage will be about 250.

Regulations and entry forms can be obtained from the M.C.C., 76, Kinnerton Street, Knightsbridge, London, S.W.1. Entries close on Monday, September 17, and should be sent to E. C. Lunniss, Flat 3, 74, Bolsover Street, London, W.1.

STIRLING MOSS and Jean Behra are to drive Maseratis at the Australian Grand Prix meeting which is to be held at Albert Park, Melbourne, on the two Sundays, November 25 and December 2. They are to fly out to Melbourne in mid-November. Although the names of Fangio, Hawthorn and Collins have been mentioned as driving Ferraris, the Australian officials so far have confirmed only that a team of Ferraris will be there.

IT'S FUNNY the way famous cars of the past will disappear for a few years, and then suddenly pop up again. Few will have forgotten a certain red, 2.9-litre Maserati which was seen around (and occasionally on) the circuits during 1948 and for the following year or two,



With redesigned tail and "bubble" cockpit fairing, the 1,100 c.c. Lotus-Climax, Stirling Moss at the wheel, sets off on its Class G record attempts at Monza on the Monday following the European Grand Prix. Dunlop "Mac" stands by (left) and Colin Chapman (right) buttons Stirling into the car. The speeds achieved were published in last week's issue

The Sport

In Prescott's paddock last Saturday: Alf Francis, who for so long looked after Stirling Moss' cars, is now with R. R. C. ("Rob") Walker, attending to the formula I 2½-litre Connaught for which there are great plans for next season

and which was generally referred to as "John Crampton's Maserati." Born in Bologna in 1932 as a blown, two-seater, 2,992 c.c. Grand Prix car, it was driven by the late Sir Henry Birkin into third place at Tripoli the same year. Subsequently it was raced on many circuits by many famous drivers until war came, when it joined the evacuees that sought shelter in the West Country. After that it was purchased by T. A. S. O. Mathieson, and raced in a few *formule libre* events in France during 1946. In 1947 it was fitted out to comply with the Road Traffic Act and, during the following year, came into John Crampton's hands.

It finally disappeared to America, where so much good machinery finds its way. Now I have heard from its present owner that it is not entirely at home in New York's traffic (I should think not, indeed!) and that he is anxious to sell it back to England. It would be nice to see it back again; its credentials are worthy of note: 28 m.p.h. per 1,000 r.p.m. in top, giving a cruising speed of 84 m.p.h. at 3,000 r.p.m.; safe maximum, 6,000 r.p.m.; 200 b.h.p. at 5,000 r.p.m.

THE COMPETITIONS DEPARTMENT of the R.A.C. has received regulations and entry forms for the third Gran Premio Shell, which takes place at Imola on September 23-24. It is open to sports cars of between 1,100 and 1,500 c.c. and the organizers, the Automobile Club di Bologna, Via Garibaldi 2, Bologna, Italy, are eager to hear from would-be entrants. Entries close September 15.

TOM KYFFIN, of Ecurie Devone, has ordered for himself a new formula 2 car to be constructed by Brian Lister. If the car is ready in time, he intends to take it to South Africa to compete in the races there at the end of this year.

IF MY CALCULATIONS are correct—and subject, of course, to official confirmation—the final scores in the World Championship for Drivers are as shown in accompanying table.

Only the five highest scores count for each driver (Fangio's being the German, British, Argentine, Monaco and French Grand Prix). Russo's single point is for scoring fastest lap at Indianapolis.

	Argentine G.P.	Monaco G.P.	Indianapolis 500	Belgian G.P.	French G.P.	British G.P.	German G.P.	European G.P.	Total
1. Fangio	5	4	—	—	4	8	9	3	30
2. Moss	—	8	—	3	1	1	6	9	27
3. Collins	—	3	—	8	8	3	—	3	25
4. Behra	6	4	—	—	4	4	4	—	22
5. Flaherty	—	—	8	—	—	—	—	—	8
6. Castellotti	—	1.5	—	—	6	—	—	—	7.5
7. Hanks	—	—	6	—	—	—	—	—	6
Frère	—	—	—	6	—	—	—	—	6
Godia	—	—	—	—	—	—	3	3	6
10. Fairman	—	—	—	—	—	3	—	2	5
11. Hawthorn	4	—	—	—	—	—	—	—	4
Flockhart	—	—	—	—	—	—	—	4	4
Freeland	—	—	4	—	—	—	—	—	4
Musso	4	—	—	—	—	—	—	—	4
15. Parsons	—	—	3	—	—	—	—	—	3
Perdisa	—	—	—	2	1	—	—	—	3
Schell	—	—	—	3	—	—	—	—	3
De Portago	—	—	—	—	—	3	—	—	3
19. Gould	—	—	—	—	—	2	—	—	2
Gendebien	2	—	—	—	—	—	—	—	2
Ramos	—	2	—	—	—	—	—	—	2
Rathman	—	2	—	—	—	—	—	—	2
Villoresi	—	—	—	2	—	—	—	—	2
Rosier	—	—	—	—	—	—	2	—	2
25. Landi	1.5	—	—	—	—	—	—	—	1.5
Gerini	1.5	—	—	—	—	—	—	—	1.5
27. Russo	—	—	1	—	—	—	—	—	1

AND THE HILL-CLIMB CHAMPIONSHIP, the last round of which was contested at Prescott last Saturday, subject to R.A.C. confirmation, goes as follows: 1, Marsh, 623.08 points (6 events); 2, Christie, 623.75 points (6 events); 3, Wharton, 624.54 points (6 events); 4, Henderson, 546.79 points (5 events).

A B.M.C.-ENTERED TEAM of Austin 105s will be driven in the Viking Rally (September 14 to 17) by Jack Sears and Ken Best, Joan and Douglas Johns, T. Frantzen and V. Steen. Nancy Mitchell and Doreen Reece will drive an M.G. Magnette, also works-entered.

FERRARI's chief tester, Sergio Sighinolfi, was killed in an accident on the road between Formicine and Maranello when testing a new sports car last week.

RODNEY CLARKE, on the Monday evening following the European Grand Prix, took Ron Flockhart's Connaught out and completed 20 high-speed laps of the complete road-cum-banked circuit at Monza on the same tyres that had already done 50 laps of the circuit during the race. Nothing on the car was touched and, after a total of what amounted almost to a Grand Prix and a half (446 miles), the wear on the brake pads ($\frac{1}{32}$in) was less than is normally found after a single lap at Silverstone. This means that, during the race, the brakes had been virtually unused. One wonders what the result of the race might have been if, without a rev limit, the car had been pressed a bit more, and the brakes used.

It is interesting that the tyres, produced at the last minute by Avons when Pirellis could not undertake to supply 16in tyres that would be safe at the high speeds involved, stood up to the race with so much in hand.

NEXT YEAR Donald Healey plans, according to American reports, to return to the Bonneville Salt Flats at Utah for an attempt to reach 300 m.p.h., presumably with a sports car. Although this would admittedly be a great achievement and a fine spur to our already booming sale of sports cars in that country, such a speed does seem a bit beyond the useful and usable range of anything calling itself a sports car.

PETER GARNIER.

COMING SHORTLY

SEPTEMBER 14-15.—Vaals hill-climb, Holland.
14-17.—Viking Rally, Norway.
15.—Peterborough M.C. and Northampton and D.C.C. Race meeting, Silverstone, Northamptonshire, 12.30 p.m.
15.—Aston Martin O.C. Martini speed match, Brands Hatch, near Fawkham, Kent, 12 noon.
15.—Bristol M.C. and L.C.C. Naish hill-climb, Naish House, Clapton-in-Gordano, near Portishead, Somerset, 2 p.m.
15-16.—Chester M.C. Bernie Rally, Queensferry Motor Auction, Queensferry, near Chester, 9 p.m.
16.—Avusrennen, Berlin, Germany.
16.—Nottingham S.C.C. Race meeting, Mallory Park, near Kirkby Mallory, Leicestershire.
16.—Midlands M.E.C. Sprint meeting, Honeybourne Aerodrome, near Evesham, Worcestershire, 2.30 p.m.
16.—A.C. Owners' Club. Sprint meeting, Brands Hatch, near Fawkham, Kent, 12 noon.
16.—B.A.R.C. (S.W. Centre). Hill-climb, Brunton, near Ludgershall, Wiltshire, 2.30 p.m.
16.—Mid-Cheshire M.C. Dandelion Rally, White Barn Hotel, Cuddington, near Northwich, Cheshire, 10 a.m.
16.—Brighton and Hove M.C. Driving tests, Ovingdean, near Brighton, Sussex, 2 p.m
16.—North London E.C.C. Autumn members' meeting, Heaton Airport, Middlesex, 11.30 a.m.
16.—Burnham-on-Sea M.C. Carver Cup Rally.
16.—Cemian M.C. Gymkhana, Forty Acres, Billet Lane, Iver Heath, Buckinghamshire, 2 p.m.
17.—Bexley L.C.C. Film show, Albany Hotel, Steynton Avenue, Bexley, Kent, 8 p.m.
17-23.—Tour de France
21-22.—London M.C. London Rally, starting from Farnborough, Leeds, Shenstone, Yeovil and Norwich.
22.—Mid-Cheshire M.C. *Daily Herald* **Gold Cup race meeting, Oulton Park, near Tarporley, Cheshire, 11 a.m.**
22.—B.A.R.C. Members' meeting, Goodwood, near Chichester, Sussex, 2 p.m.
22.—Maidstone and Mid-Kent M.C. Harold Sharp night rally.
22-23.—Mid-Surrey A.C. Two-hundred Rally, starting from Leatherhead and Brighton.
22-23.—Windsor C.C. and Seven-Fifty M.C. Annual night trial.
23.—Autumn Cup races, France.
23.—West Hants and Dorset C.C. Knott Cup Trial, Wool Heath, near Wareham, Dorset, 12 noon.
23.—Yorkshire S.C.C. Gunter Trophy sprint meeting, Croft Airfield, near Darlington, North Yorkshire, 2 p.m.
23.—Kentish Border C.C. and Sevenoaks and D.M.C. Inter-club driving tests, Detling Airfield, near Maidstone, Kent, 11 a.m
23.—Sheffield and Hallamshire M.C. Spring meeting, Sandtoft Aerodrome, near Doncaster, Yorkshire, 1 p.m.
23.—Thames Estuary A.C. Members' Rally, Great Saling Aerodrome, near Braintree, Essex, 10.30 a.m.

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1st	**ROY SALVADORI**	Cooper-Climax	88.39 m.p.h.
	The Sussex Trophy		
1st	**ROY SALVADORI**	Cooper-Climax	89.07 m.p.h.
	The Madgwick Cup		
1st	**J. K. HALL**	Lotus-Climax	84.62 m.p.h.
	First September Handicap		
1st	**A. STACEY**	Lotus-Climax	82.76 m.p.h.
	Second September Handicap		
1st	**JOHN LAWRENCE**	Jaguar D	84.44 m.p.h.

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FOR THE RECORD

BECAUSE of the space occupied by the account of the memorable European Grand Prix in last week's issue of *The Autocar* it was not possible to include the results of one or two of the home events in the same issue. For the record, therefore, they are included herewith . . . apologies to the clubs concerned.

SNETTERTON M.R.C. AUTUMN RACE MEETING, September 2

RESULTS

Formula 3 cars, novice drivers (5 laps): 1, J.B.S.-J.A.P. (P. R. Ellis), 10min 51.4sec; 2, Cooper-Norton (J. McAllister), 10min 52.8sec; 3, Cooper (M. E. Wyatt), 11min 2.6sec.

Ford saloon cars (5 laps, handicap): A: 1, Anglia (P. Gammon), 13min 33sec; 2, Anglia (A. R. Batey), 13min 56.6sec; 3, Anglia (J. M. Uren), 14min 10.8sec. **B:** 1, Zephyr (D. B. Farrell), 13min 59.4sec; 2, Zephyr (T. Barnard), 13min 59.8sec; 3, Zephyr (H. Taylor), 14min 9.6sec.

Coventry-Climax-engined sports cars up to 1,100 c.c. (10 laps): 1, Cooper (P. Gammon), 18min 58.8sec; 2, Lotus (A. Stacey), 19min 3.4sec; 3, Lotus (W. S. Frost), 19min 17sec.

Formula 3 cars (15 laps): 1, Cooper-Norton (J. Russell), 29min 3.6sec; 2, Cooper-Norton (D. Parker), 29min 23.8sec; 3, Cooper-Norton (I. Bueb), 29min 44.2sec.

Sports cars (15 laps): Up to 1,500 c.c.: 1, Lotus-Maserati (B. Naylor), 28min 15sec; 2, Cooper-Climax (P. Gammon), 28min 19.4sec; 3, Lotus-Climax (A. Stacey), 28min 19.8sec. **1,501 to 2,700:** 1, Lister-Bristol (J. Horridge), 14 laps; 2, Austin-Healey (D. Shale), 14 laps; 3, Austin-Healey (C. Hanson), 13 laps. **Over 2,700:** 1, Jaguar D-type (P. Blond), 28min 10.6sec; 2, Jaguar D-type (H. Taylor), 28min 53.6sec; 3, Jaguar D-type (I. Baillie), 14 laps.

SUNBAC SILVERSTONE RACE MEETING, September 1

RESULTS

Half-hour high speed trials: Qualifiers: Lotus 1,172 (J. D. Hollingsworth), Halton-Tojeiro 1,089 (J. A. Cornish), Lotus 1,100 (M. G. D. Graham), Tojeiro-Turner 1,500 (J. Flander), Lotus 1,467 (E. Willmott), Triumph 1,991 (G. E. Hull), A.C. 1,991 (B. Ferrari), Austin-Healey 2,660 (D. S. Shale), Cooper-Bristol 1,971 (N. Campbell-Blair), Morgan Plus Four 1,991 (Mrs. E. Pauline Mayman), Jaguar 3,442 (L. J. Tracey), Morgan 1,991 (J. L. Parker Eaton), Healey Silverstone 2,443 (H. G. Cutler), Triumph TR2 1,991 (W. Jones), Healey Silverstone 2,443 (R. J. R. Simpson), Triumph TR2 1,991 (M. J. Whiteman), Triumph 1,991 (Mrs. D. E. Tracey), A.C. Ace 1,991 (C. R. Leigh Jones).

Sports car races (4 laps each): 750 formula: 1, Austin (E. Millard), 9min 18.6sec, 62.18 m.p.h.; 2, Austin (D. Rees), 9min 18.8sec; 3, L.R.M. (R. D. Lee), 9min 49.2sec. **1,172 formula:** 1, Lola-Ford (E. H. Broadley), 8min 54.6sec, 67.49 m.p.h.; 2, Lotus (J. W. Anstice Brown), 8min 56.2sec; 3, Iago (J. A. Turvey), 8min 40sec. **Up to 1,500 c.c.:** 1, Lotus-Maserati 1,484 (J. B. Naylor), 7min 29.4 sec, 77.28 m.p.h.; 2, Cooper-Climax 1,098 (W. Bradley), 7min 59.4sec; 3, Tojeiro-Turner 1,500 (J. Flander), 8min 9.8sec. **Over 1,500:** 1, Cooper-Bristol 1,971 (N. Campbell-Blair), 7min 37.4sec, 75.94 m.p.h.; 2, Aston Martin 2,292 (B. Baxter), 7min 46.2sec; 3, Jaguar 3,442 (L. J. Tracey), 8min 27.4sec. **Handicap: Heat 1:** 1, Lotus 1,097 (L. Gibbs), 71.26 m.p.h.; 2, Lola-Ford 1,172 (G. J. Broadley); 3, Triumph 1,991 (D. O'M. Taylor. **Heat 2:** 1, Morgan 1,991 (R. E. Meredith), 66.90 m.p.h.; 2, Austin 750 (E. Millard); 3, Morgan 1,991 (J. L. Parker Heaton). **Heat 3:** 1, Cooper-Bristol 1,971 (N. Campbell-Blair), 76.47 m.p.h.; 2, Cooper-Climax 1,098 (W. Bradley); 3, Austin-Healey 2,660 (D. S. Shale).

Production sports car race (15 laps): A: 1, Lotus 1,172 (G. Hill), 21min 23.4sec, 67.66 m.p.h.; 2, Lotus 1,172 (J. Lawry), 22min 14.4sec; 3, Lotus 1,096 (J. R. H. Rope), 22min 47sec. **B:** 1, Austin-Healey 2,660 (D. S. Shale), 20min 51.8sec, 69.37 m.p.h.; 2, Triumph 1,991 (S. A. Hurrell), 21min 9sec; 3, Triumph 1,991 (D. O'M. Taylor), 21min 21.2sec.

Formula 3 race (10 laps): 1, Cooper-Norton (J. F. Wescott), 13min 6.4sec, 73.61 m.p.h.; 2, Cooper-Norton (P. T. Taylor), 13min 12sec; 3, Cooper-Norton (A. Eccles), 13min 21.2sec. **J.A.P. race (10 laps):** 1, Cooper (W. E. Ford), 14min 15.2sec, 67.69 m.p.h.; 2, Cooper (G. F. Chippindale), 14min 16.6sec; 3, Cooper (G. F. Meharey), 14min 26.4sec.

Vintage S.C.C. Members' handicap (10 laps): 1, Riley 1,087 (W. S. Bader), 63.05 m.p.h.; 2, Vauxhall 4,500 (M. L. Quartermaine); 3, Lagonda 4,453 (Lord Dunleath).

All Day Cup (fastest time in 6-lap race): Lotus-Maserati 1,484 (J. B. Naylor), 78.05 m.p.h.

BENTLEY D.C. FIRLE HILL-CLIMB, September 2

RESULTS

Fastest time of the day: Jaguar XK120C (M. Trimble), 28.67sec.

Fastest Bentley: 4½-litre (J. A. Walker), 29.27sec.

Three-litre Bentleys: 1, M. D. Hollis, 33.89sec; 2, M. J. Bradley, 36.44sec; 3, D. W. Llewellyn, 36.85sec. **4½-litre Bentleys:** 1, G. H. G. Burton, 29.95sec; 2, J. A. Walker, 29.96sec; 3, D. J. R. Chapman, 32.49sec. **4½ supercharged, 6½- and 8-litre Bentleys:** 1, 8-litre (A. N. Hewett), 33.60sec; 2, 8-litre (J. L. Goddard), 34.71sec; 3, 8-litre (O. A. Batten), 34.91sec. **Post-1931 Bentleys:** 1, 3½-litre (Lord Ebury), 32.58sec; 2, 4¼-litre (A. J. Cornforth), 35.60sec; 3, 4¼-litre (R. W. Cookson), 38.48sec. **Bentley handicap:** 1, 4½-litre (H. P. Holden), time on handicap 27.90sec (actual time 32.74sec); 2, 4½-litre (R. P. Bradley), 28.27sec (33.16sec); 3, 4½-litre (R. D. Gregory), 28.76sec (33.65sec).

Cars up to 1,500 c.c.: 1, Elva (J. K. W. Hickman), 29.57sec; 2, Arnott (J. M. Perkins), 31.68sec; 3, Leco-M.G. (R. C. G. Ashby), 32.53sec. **1,501 to 2,600:** 1, Lotus (W. S. Perkins), 28.95sec; 2, Frazer-Nash (Miss B. Haig), 29.20sec; 3, Frazer-Nash (J. R. Rudd), 30.28sec. **2,601 to 3,500:** 1, Jaguar XK120C (M. Trimble), 28.67sec; 2, Jaguar XK120 (P. M. Salmon), 29.53sec; 3, Aston Martin DB2 (Mrs. J. Bloxam), 32.29sec. **Over 3,500:** 1, Bentley 4½-litre (J. A. Walker), 29.27sec; 2, Bentley 4½-litre (G. H. G. Burton), 29.89sec; 3, Lagonda 4½-litre (L. S. Michael), 31.31sec. **Supercharged cars up to 2,600 c.c.:** Lagonda (M. Leo), 35.05sec.

CLUB NEWS

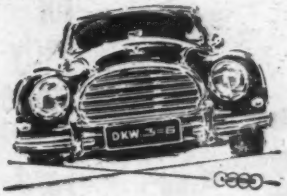
Lancashire and Cheshire C.C.—On Saturday, October 13, a race meeting will be held at Oulton Park, near Tarporley, Cheshire, starting at 11.30 a.m. Invited clubs are B.A.R.C., B.R.S.C.C., Seven-Fifty M.C., Aston Martin O.C., Vintage S.C.C., Bugatti O.C. and Wirral Hundred M.C. Regulations are available from E. N. Bloor, St. Medans, 33, Gibwood Road, Northenden, Manchester. The closing date for entries is Monday, October 1.

Stafford and District C.C.—The Autumn Rally on Sunday, October 7, is open to members of the Bridgnorth and D.M.C., English Electric (Stafford) C.C., Mid-Cheshire M.C., Walsall and D.C.C., Congleton and D.M.C., Wolverhampton and South Staffs C.C. and the promoting club. Regulations are available from D. Montgomery, 193, Tixall Road, Stafford.

Yorkshire S.C.C.—When the Yorkshire Centre of the B.A.R.C. decided not to run its Wilson Trophy Trial this year, the R.A.C. and B.T.D.A. agreed to transfer the status of this event—qualifying for the R.A.C. championship and B.T.D.A. Gold Star—to the Yorkshire S.C.C.'s 1956 Stone Trough Trial. In addition, the Yorkshire Centre of the B.A.R.C. is to co-operate with the Y.S.C.C. in the organization of the Stone Trough Trial, which will take place on Sunday, October 7. The course is in the upper Wharfedale area, starting and finishing at the Tennant Arms Hotel, Kilnsey, near Skipton. The event is open to members of the Lancashire A.C., Lancashire and Cheshire C.C., London M.C., Mid-Cheshire M.C., North Midland M.C., Rhyl and D.M.C., Sheffield and Hallamshire M.C., and the two promoting clubs, and to registered entrants in the R.A.C. trials championship. The entry fee is £1, and entries should reach the secretary of the meeting (R. J. Wilson, Woodlands, Gildersome, near Leeds, Yorkshire) by first post on Wednesday, October 3.

Bridgnorth and District M.C.—I. V. T. Onions, whose address is 50, High Street, Bridgnorth, Shropshire, has recently been elected to the post of honorary secretary of the club.

East Anglian M.C.—Starting points for the seventh annual Clacton Rally on September 28-29 are Kenilworth, north-west London and Bury St. Edmunds. The route will cover about 400 miles of main and secondary roads, mostly in East Anglia. There will be a supper stop at Sudbury, Suffolk, and breakfast at Bury St. Edmunds. Driving tests will take place at points on the route and at Clacton. A reception, at which the awards will be presented, will be held at the Royal Hotel, Clacton, at 7 p.m. on September 29. The rally, which is a qualifying event for the B.T.D.A. Silver Star rally championship, is open to members of the B.A.R.C., Combined Universities M.C., Eastern Counties M.C., Hants and Berks M.C., Lloyds M.C., London M.C., Sporting C.C. of Norfolk and the promoting club. There are classes for production touring cars, grand touring and modified touring cars, and production sports cars and specials. The entry fee is £3 3s, or £2 12s 6d for E.A.M.C. members, and the team entry fee is £1 1s. Entries should be sent by September 24, to the rally secretary, E. S. Ridley, 14, Albert Crescent, Bury St. Edmunds, Suffolk.



Lt.-Colonel H. Birch Reynardson, writes to us saying his DKW is going as well now after 25,000 miles as the day he bought it, and that he has never touched the engine.

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Words of Wisdom
Thank you Mr. Huffam

On September 5th, a very interesting letter appeared in the correspondence columns of "The Motor." We at Welbeck cannot resist quoting in full.

British and Continental

I START this letter: that I have probably completed one-and-a-half million miles in a total of almost 50 years driving, and I have always considered that the Continental designers provide better road-holding and safety than the British designers.

Popular cars of Continental manufacture which we run are the Citroen Six and Peugeot 203 and 403—these are popular-priced and safe.

It gives me some pleasure to write to you of a new British design; I refer to the Armstrong Sapphire 234. At last a British designer has given the keen British user a real car. I would like a stiffer suspension, but, taking it by and large, I know of no car, whatever its price, that is such a joy to drive (so far 2,000 miles), and has a performance in certain respects comparable with the DB2.

London, N.W.11 V. Huffam.

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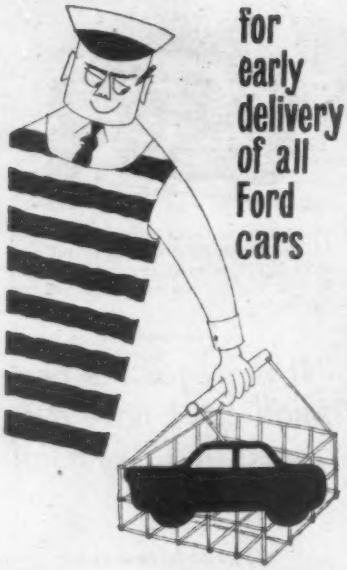

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DROPHEAD COUPE £1,895 Reduced by £146
"ONE-O-FOUR" SALOON £2,395 Reduced by £434
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Caledonian Cars have opened at Glasgow what is believed to be the first complete service station at any British Airport. The glass-fronted two-storey building has cost £25,000. Facilities include servicing, washing and open or under-cover parking for air travellers. Self- or chauffeur-driven hiring facilities are also available

Trade & Industry

Mr. E. B. C. McDowell, head buyer of the Allard Motor Co., Ltd., died on September 9 after a short illness.

Motorcraft Garages, 389, High Road, Chiswick, London, W.4, are to be opened on Thursday, October 4, by Mr. Freddie Mills, the boxer.

Carways of London, 31, Norfolk Place, London, W.2, have amalgamated with International Hire Car, Ltd. Co-operation has existed between these firms for some years. The companies, however, will continue to operate under their own titles.

Mr. A. J. Brunker, B.Sc. (Eng.), A.C.G.I., D.I.C., A.M.I.E.E., chief engineer of E. K. Cole, Ltd., whose products include car radio equipment, has been appointed an executive director. He joined the company in 1947.

A marketing agreement covering the whole of Scotland has been signed by Tecalemit, Ltd., of Plymouth and Brentford, and James Robertson (Factors), Ltd., Scottish motor trade distributors. The Scottish firm will sell Tecalemit transport servicing equipment and accessories, to the exclusion of all other competitive products.

A new plant is on the way to the St. Helens works of Triplex (Northern), Ltd., and additional storage accommodation is being built at the King's Norton (Birmingham) factory. The need for this new plant has been created by the increased demand for curved and wrap-round screens and rear windows. The company's annual balance sheet shows a group trading profit increase from £809,910 to £953,928.

Sir Victor Raikes, K.B.E., M.P., has been appointed a director of Pirelli, Ltd., Euston Road, London, N.W.1.

Mr. E. J. Woolf has resigned his joint managing directorship of W. E. Bray and Co., Ltd., a subsidiary of Sheepbridge Engineering, Ltd. Mr. R. W. T. Bray has been appointed managing director.

Representation in the U.K. of Michelin publications has been transferred to the Daily News, Ltd., Bouverie Street, London, E.C.4. The Michelin company plans to publish English editions of several guide books, previously available only in French.

Mike (W. M.) Couper, who is perhaps better known for his Monte Carlo Rally exploits than his ownership of a thriving motor business in Catherine Street, St. Albans, celebrated his 25 years' association with the Austin Motor Company at a luncheon party last Friday at Garston, near Watford. Representing the directors of the Austin company, Alan Webb presented him with a plaque, and, in making his speech, gave some very interesting statistics. In 1930 there were 175,000 new registrations; in the year ended March, 1956, there were 500,857 and during this period the government received an income of £555 million in direct taxation from the motorist. In 1955, 1¼ million valves were produced, and of these 470,000 were used by the British Motor Corporation. In the British Isles there is one car for every 14½ people; in America this figure is one for every 2½. In order to make the figure of cars per person in Britain comparable with that in America it would be necessary to launch 14,000,000 cars on to the British market. Finally, he said, the Austin company's factory is considered by America to be the finest example of automation in the world.

NEW CAR PRICES

	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
A.C.		
2-litre 2-door ...	1,027 12 2	1,542 15 3
2-litre 4-door ...	1,107 19 4	1,663 6 0
Ace 2-seater	1,100 0 0	1,651 7 0
Aceca 2-seater coupé	1,375 0 0	2,063 17 0
Ace with Bristol eng.	1,308 0 0	1,963 7 0
Aceca ,, ,, ,, ...	1,585 0 0	2,378 17 0
ALFA ROMEO		
1,300 Giulietta ...	1,150 0 0	1,726 7 0
Sprint Spyder ...	1,410 0 0	2,116 7 0
1900 Super	1,750 0 0	2,626 7 0
T.I	1,900 0 0	2,851 7 0
Primavera coupé ...	1,995 0 0	2,993 17 0
Sprint	2,500 0 0	3,751 7 0
ALLARD		
Monte Carlo	1,782 0 0	2,674 7 0
Safari estate car ...	1,782 0 0	2,674 7 0
K.3 touring 3-seater...	1,537 0 0	2,306 17 0
J.R. 2 sports racer ...	1,722 0 0	2,584 7 0
ALVIS		
3-litre Graber ...	1,850 0 0	2,776 7 0
A-SIDDELEY		
Sapphire 234	940 0 0	1,411 7 0
Sapphire 236	959 0 0	1,439 17 0
(manumatic)	979 0 0	1,469 17 0
Sapphire 346	1,215 0 0	1,823 17 0
(preselector) ...	1,285 0 0	1,928 17 0
(automatic)	1,404 0 0	2,107 7 0
Limousine (preselector)	1,910 0 0	2,866 7 0
(automatic)	2,099 0 0	3,149 17 0
ASTON MARTIN ...		
D.B. 2-4	2,050 0 0	3,076 7 0
Hardtop	2,050 0 0	3,076 7 0
Drop-head coupé ...	2,200 0 0	3,301 7 0
D.B.3S...	2,600 0 0	3,901 7 0
AUSTIN		
A.30 2-door	360 0 0	541 7 0
A.30 4-door	381 10 0	573 12 0
A.30 Countryman ...	425 0 0	638 17 0
A.40 Cambridge ...	503 0 0	755 17 0
A.40 de luxe	535 0 0	803 17 0
A.50 Cambridge ...	514 0 0	772 7 0
A.50 de luxe	546 0 0	820 7 0
A.90 Westminster ...	600 0 0	901 7 0
A.105 de luxe ...	739 0 0	1,109 17 0
A.135 Princess III ...		
S.W.B. Saloon ...	1,790 0 0	2,686 7 0
S.W.B. Limousine ...	1,845 0 0	2,768 17 0
L.W.B. Saloon ...	2,150 0 0	3,226 7 0
L.W.B. Limousine ...	2,150 0 0	3,226 7 0
AUSTIN-HEALEY		
100	806 0 0	1,210 7 0
BENTLEY		
Series S	3,295 0 0	4,943 17 0
Freestone and Webb	5,000 0 0	7,501 7 0
Hooper	4,765 0 0	7,148 17 0
H. J. Mulliner ...	4,970 0 0	7,456 7 0
James Young	4,790 0 0	7,186 7 0
Continental		
H. J. Mulliner ...	5,070 0 0	7,606 7 0
Park Ward... ...	4,775 0 0	7,163 17 0
Park Ward D.H. coupé	4,775 0 0	7,163 17 0
B.M.W.		
501	1,377 0 0	2,066 17 0
8-cyl. limousine ...	1,638 0 0	2,458 7 0
502 limousine ...	1,792 0 0	2,689 11 0
503	2,975 0 0	4,463 17 0
Fixed head coupé ...	2,975 0 0	4,463 17 0
507	2,800 0 0	4,201 11 0
Isetta Motocoupé ...	292 0 0	439 7 0
BOND Three-wheeler		
Standard 2-seater ...	221 10 0	278 13 2
Standard Family 4-seater	242 0 0	304 7 8
De luxe 2-seater ...	242 0 0	304 7 8
De luxe family 4-seater	254 12 1	320 4 1
BORGWARD		
Isabella 60	806 2 11	1,210 11 5
Isabella TS	916 15 0	1,376 11 8
Coupé...	1,248 13 10	1,874 7 9
Station wagon ...	850 1 9	1,288 9 8
Pullman 2400... ...	1,409 2 1	2,115 0 2
Saloon (Hansamatic)...	1,501 7 0	2,253 7 6
BRISTOL		
405	2,390 0 0	3,586 7 0
Drophead coupé ...	2,450 0 0	3,676 7 0
BUICK		
43 Riviera	1,725 0 0	2,588 17 0
63 Riviera	1,925 0 0	2,888 17 0
53 Riviera	2,050 0 0	3,076 7 0
52	1,995 0 0	2,993 17 0
59 estate car	2,025 0 0	3,038 17 0
CADILLAC		
6219	2,525 0 0	3,788 17 0
6239D sedan de ville ..	2,750 0 0	4,126 7 0
6267 convertible ...	2,750 0 0	4,126 7 0
6019 special	2,900 0 0	4,351 7 0
6267s Eldorado ...	3,400 0 0	5,101 7 0
CHRYSLER		
Windsor V8	2,222 0 0	3,334 7 0
Windsor V8 convertible	2,198 0 0	3,298 7 0
New Yorker convertible	2,615 0 0	3,923 17 0

	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
Chrysler (*continued*)		
New Yorker Town and Country	2,600 0 0	3,901 7 0
Imperial	2,995 0 0	4,493 17 0
Imperial Southampton hardtop	2,890 0 0	4,336 7 0
[Prices include heater, radio and automatic transmission. All cars have left-hand drive.]		
CHRYSLER-PLYMOUTH		
Plaza 6	1,475 0 0	2,213 17 0
Savoy 6	1,608 0 0	2,413 7 0
Belvedere 6	1,678 0 0	2,518 7 0
Savoy V8	1,656 0 0	2,485 7 0
Belvedere V8... ...	1,726 0 0	2,590 7 0
Savoy 6 Suburban ...	1,744 0 0	2,617 7 0
Belvedere V8 convertible	1,789 0 0	2,684 17 0
[Prices include heater, radio and automatic transmission.]		
CITROEN		
2 c.v.	398 0 0	598 7 0
DS19	1,090 0 0	1,636 7 0
CONTINENTAL		
Mark II coupé ...	4,690 0 0	7,036 7 0
DAIMLER		
Conquest Mark II ...	862 8 8	1,295 0 0
Century Mark II ...	995 15 4	1,495 0 0
2½-litre drop-head ...	1,262 8 8	1,895 0 0
One-O-Four	1,595 15 4	2,395 0 0
Lady's model... ...	1,729 2 0	2,595 0 0
D.K. 400 limousine ...	2,793 0 0	4,190 17 0
D.K.W.		
Saloon de luxe ...	656 0 0	985 7 0
Fixed-head coupé ...	665 0 0	998 17 0
Four-door	690 0 0	1,036 7 0
Cabriolet	820 0 0	1,231 7 0
DODGE		
Kingsway de luxe 6 ...	1,650 0 0	2,476 7 0
Kingsway Custom 6 ...	1,694 0 0	2,542 7 0
Kingsway de luxe V8	1,698 0 0	2,548 7 0
Kingsway Custom V8	1,742 0 0	2,614 7 0
Custom Royal V8 ...	1,925 0 0	2,883 17 0
Kingsway 6 Surburban	1,786 0 0	2,680 7 0
Custom Royal V8 convertible	2,007 0 0	3,011 17 0
[Prices include heater, radio and automatic transmission].		
FAIRTHORPE		
Atom IM	259 17 0	391 2 6
Atom IIA	291 17 0	439 2 6
Atom IIIE	332 14 0	500 8 0
Electron	699 0 0	1,049 17 0
FIAT		
600	412 10 0	620 2 0
600 Convertible ...	432 0 0	649 7 0
Multipla 4/5	532 0 0	799 7 0
Multipla 6	540 0 0	811 7 0
1100	578 10 0	869 2 0
1100 TV	750 0 0	1,126 7 0
1400A	774 0 0	1,162 7 0
1900	980 0 0	1,471 7 0
FORD		
Popular	275 0 0	413 17 0
Anglia	360 0 0	541 7 0
Anglia de luxe ...	382 0 0	574 7 0
Prefect	395 0 0	593 17 0
Prefect de luxe ...	420 0 0	631 7 0
Escort estate car ...	414 0 0	622 7 0
Squire estate car ...	445 0 0	668 17 0
Consul	520 0 0	781 7 0
Consul convertible ...	630 0 0	946 7 0
Zephyr	580 0 0	871 7 0
Zephyr convertible ...	690 0 0	1,036 7 0
Zodiac	645 0 0	968 17 0
FORD (Canadian)		
Mainline 4-door ...	1,207 0 0	1,811 17 0
Customline 4-door ...	1,245 0 0	1,868 17 0
Fairlane Town 4-door	1,283 0 0	1,925 7 0
Fairlane Cub 2-door ...	1,264 0 0	1,897 7 0
Fairlane Country 4-door	1,471 0 0	2,207 17 0
Custom Ranch Wagon 2-door ...	1,343 0 0	2,023 17 0
FORD (U.S.A.)		
Thunderbird	1,690 0 0	2,536 7 0
FRAZER NASH		
Fast Roadster... ...	1,650 0 0	2,476 7 0
Turismo	2,150 0 0	3,226 7 0
Targa Florio Gran Sport	2,250 0 0	3,376 7 0
Le Mans	2,450 0 0	3,676 7 0
Sebring 2-seater ...	2,250 0 0	3,376 7 0
GOGGOMOBIL		
T.300	336 0 0	505 7 0
Sliding head	342 17 0	515 12 5
HILLMAN		
Minx special ...	498 0 0	748 7 0
Minx de luxe ...	515 0 0	773 17 0
Convertible	565 0 0	848 17 0
Estate car	530 0 0	796 7 0
Husky	415 0 0	623 17 0
H.R.G.		
1½-litre	1,280 0 0	1,921 7 0

(*Continued on next page*)

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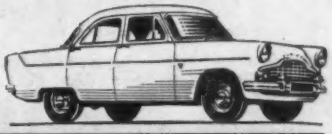

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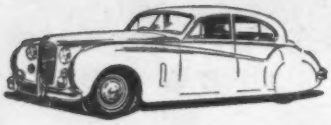

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Rambler Super ...	1,305 0 0	1,958 17 0
Rambler Custom ...	1,380 0 0	2,071 7 0
Hardtop	1,450 0 0	2,176 7 0
Cross Country station wagon	1,510 0 0	2,266 7 0
Wasp Super	1,670 0 0	2,506 7 0
Hornet Super ...	1,810 0 0	2,716 7 0
Hornet Custom ...	1,910 0 0	2,866 7 0
Hollywood hardtop ...	1,955 0 0	2,933 17 0
HUMBER		
Hawk	650 0 0	976 7 0
De luxe	665 0 0	998 17 0
Touring limousine ...	730 0 0	1,096 7 0
Estate Car	885 0 0	1,328 17 0
Super Snipe	950 0 0	1,426 7 0
(automatic)	1,075 0 0	1,613 17 0
Touring limousine ...	1,030 0 0	1,546 7 0
JAGUAR		
2.4	953 0 0	1,430 17 0
Special Equipment model	976 0 0	1,465 7 0
Mark VIIM	1,140 0 0	1,711 7 0
(automatic)	1,268 0 0	1,903 7 0
XK140	1,227 10 0	1,692 12 0
Drop-head coupé ...	1,160 0 0	1,741 7 0
Fixed-head	1,140 0 0	1,711 7 0
D type sports 2-seater	2,585 0 0	3,878 17 0
JENSEN		
541	1,435 0 0	2,153 17 0
Interceptor	1,800 0 0	2,701 7 0
Convertible	1,800 0 0	2,701 7 0
LAGONDA		
3-litre	2,600 0 0	3,901 7 0
Drop-head coupé ...	2,700 0 0	4,051 7 0
LANCIA		
Appia Series II ...	1,110 0 0	1,666 7 0
Aurelia Series II ...	1,550 0 0	2,326 7 0
Aurelia Gran Turismo	2,230 0 0	3,346 7 0
Spyder	2,115 0 0	3,173 17 0
LINCOLN		
Première	2,432 0 0	3,649 7 0
LOTUS		
Sports	850 0 0	1,276 7 0
Club	1,060 0 0	1,591 7 0
Le Mans 75	1,330 0 0	1,996 7 0
Le Mans 83	1,395 0 0	2,093 17 0
MERCEDES-BENZ		
180	1,145 0 0	1,718 17 0
180D (diesel) ...	1,210 0 0	1,816 7 0
190	1,195 0 0	1,793 17 0
190SL	1,850 0 0	2,776 7 0
220S	1,500 0 0	2,251 7 0
300 c. de luxe ...	2,675 0 0	4,013 17 0
300s coupé	4,110 0 0	6,166 7 0
300SL	3,100 0 0	4,651 7 0
MERCURY		
Montclair	1,518 0 0	2,278 7 0
M.G.		
M.G. A	640 0 0	961 7 0
Magnette	693 0 0	1,040 17 0
MORGAN		
4/4 Series II	475 0 0	713 17 0
Plus 4 (TR) 2-seater ...	595 0 0	893 17 0
4-seater	610 0 0	916 7 0
Drop-head coupé ...	640 0 0	961 7 0
Plus 4 (Vanguard) ...	580 0 0	871 7 0
Drop-head coupé ...	610 0 0	916 7 0
MORRIS		
Minor 2-door ...	401 0 0	602 17 0
2-door de luxe ...	418 0 0	628 7 0
4-door	425 0 0	638 17 0
4-door de luxe ...	445 0 0	668 17 0
Minor tourer ...	401 0 0	602 17 0
Tourer de luxe ...	418 0 0	628 7 0
Minor Traveller ...	455 0 0	683 17 0
Minor Traveller de luxe...	471 10 0	708 12 0
Cowley	532 0 0	799 7 0
Oxford	565 0 0	848 17 0
Oxford Traveller ...	623 10 0	936 12 0
Isis	607 0 0	911 17 0
Isis de luxe	640 0 0	961 7 0
Isis Traveller	725 10 0	1,089 12 0
NASH		
Rambler Super ...	1,305 0 0	1,958 17 0
Rambler Custom ...	1,380 0 0	2,071 7 0
Hardtop	1,450 0 0	2,176 7 0
Station wagon ...	1,510 0 0	2,266 7 0
Statesman Super ...	1,490 0 0	2,236 7 0
Ambassador Super 6	1,685 0 0	2,528 17 0
OLDSMOBILE		
Series 88 Super ...	1,640 0 0	2,460 15 0
Series 98	1,985 0 0	2,978 17 0
Starfire convertible ...	2,080 0 0	3,121 7 0
PACKARD		
Clipper de luxe ...	2,395 0 0	3,593 17 0
Executive	2,577 0 0	3,866 17 0
Patrician	2,929 0 0	4,394 17 0
Caribbean	3,603 0 0	5,405 17 0
[Prices include heater, radio and automatic transmission.]		
PANHARD		
Dyna de luxe special	702 8 8	1,055 0 0
PEUGEOT		
203	633 9 1	952 8 2
Station wagon ...	732 17 4	1,100 10 6
Peugeot (*continued*)		
403	796 2 11	1,195 11 5
PONTIAC		
Chieftain	1,450 0 0	2,176 1 2
Catalina coupé ...	1,976 0 0	2,962 8 10
Star Chief convertible	2,050 0 0	3,073 5 0
PORSCHE		
1.6 Fixed head coupé	1,305 0 0	1,958 17 0
1.6 Super fixed-head coupé	1,425 0 0	2,138 17 0
1.6 Cabriolet ...	1,425 0 0	2,138 17 0
1.6 Super cabriolet ...	1,545 0 0	2,318 17 0
1.6 Speedster ...	1,270 0 0	1,906 7 0
1.6 Super Speedster	1,390 0 0	2,086 7 0
550 1500 Spyder ...	2,760 0 0	4,041 7 0
356a 1500 Carrera fixed-head coupé	1,910 0 0	2,866 7 0
356a 1500 Carrera Speedster	1,875 0 0	2,813 17 0
356a 1500 Carrera cabriolet	2,030 0 0	3,046 7 0
RENAULT		
750	422 10 0	635 2 0
(Ferlec clutch) ...	442 0 0	664 7 0
Frégate	699 0 0	1,049 17 0
Dauphine	512 0 0	769 7 0
Grand Pavois ...	850 0 0	1,276 7 0
Amiral	829 0 0	1,244 17 0
RILEY		
Pathfinder	940 0 0	1,411 7 0
ROLLS-ROYCE		
Silver Cloud ...	3,385 0 0	5,078 17 0
Freestone and Webb	5,090 0 0	7,366 7 0
Hooper	4,855 0 0	7,283 17 0
H. J. Mulliner ...	5,060 0 0	7,591 7 0
James Young ...	4,880 0 0	7,321 7 0
Silver Wraith ...		
Freestone and Webb touring limousine	5,381 0 0	8,072 17 0
Park Ward... ...	5,270 0 0	7,906 7 0
Park Ward touring limousine ...	5,320 0 0	7,981 7 0
Park Ward 7-passenger limousine ...	5,395 0 0	8,093 17 0
H. J. Mulliner touring limousine ...	5,380 0 0	8,071 7 0
Hooper touring limousine	5,395 0 0	8,093 17 0
Hooper 7-passenger limousine ...	5,395 0 0	8,093 17 0
James Young ...	5,445 0 0	8,168 17 0
ROVER		
60	865 0 0	1,298 17 0
75	943 0 0	1,415 17 0
90	976 0 0	1,465 7 0
Land-Rover S.W.B. ...	685 0 0	1,028 17 0
Land-Rover L.W.B. ...	790 0 0	1,186 7 0
SIMCA-ARONDE		
1300 Elysée	609 10 0	915 12 0
Grand Large	662 0 0	994 7 0
SIMCA VEDETTE		
Trianon	891 0 0	1,337 17 0
Versailles	938 0 0	1,408 7 0
Régence	1,053 0 0	1,580 17 0
Marly station wagon	1,225 0 0	1,838 17 0
SINGER		
Hunter special ...	530 0 0	796 7 0
Hunter de luxe ...	575 0 0	863 17 0
SKODA		
440	560 0 0	841 7 0
1200	630 0 0	946 7 0
STANDARD		
Family Eight ...	389 0 0	584 17 0
Super Eight	420 0 0	631 7 0
Family Ten	415 0 0	623 17 0
Super Ten	445 0 0	668 17 0
Companion estate car	485 0 0	728 17 0
Vanguard III	625 0 0	938 17 0
Vanguard Sportsman	820 0 0	1,231 7 0
Estate car	765 0 0	1,148 17 0
Vanguard diesel ...	735 0 0	1,103 17 0
STUDEBAKER		
Champion Custom ...	1,267 0 0	1,901 17 0
Commander	1,387 0 0	2,081 17 0
President	1,449 0 0	2,174 17 0
SUNBEAM		
Rapier...	695 0 0	1,043 17 0
Mark III	835 0 0	1,253 17 0
TRIUMPH		
T.R.2	625 0 0	938 17 0
Hardtop	670 0 0	1,006 7 0
T.R.3	680 0 0	1,021 7 0
Hardtop	725 0 0	1,084 7 0
VAUXHALL		
Wyvern	535 0 0	803 17 0
Velox	580 0 0	871 7 0
Cresta...	640 0 0	961 7 0
Velox Dormobile estate car	741 0 0	1,112 17 0
Grosvenor-Velox estate car	750 0 0	1,126 7 0
VOLKSWAGEN		
Standard saloon ...	422 10 0	635 2 0
De luxe	492 10 0	740 2 0
Convertible	670 0 0	1,006 7 0
WOLSELEY		
Fifteen-fifty	640 0 0	961 7 0
Six-ninety	806 0 0	1,210 7 0

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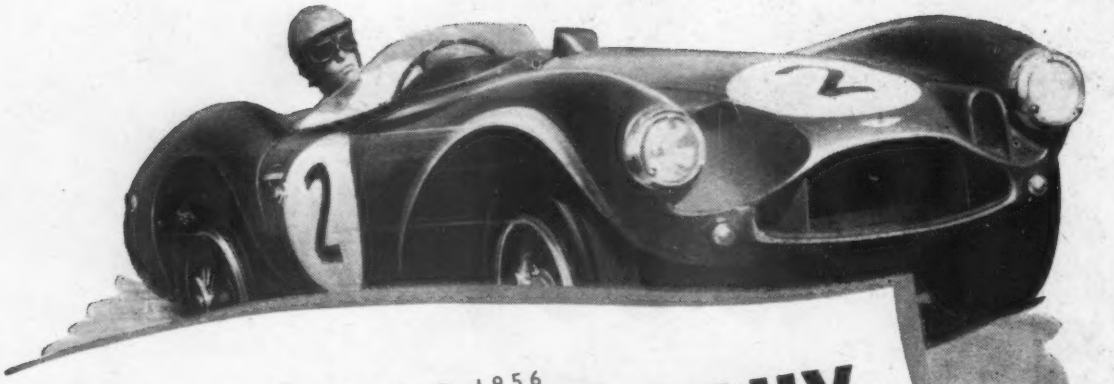

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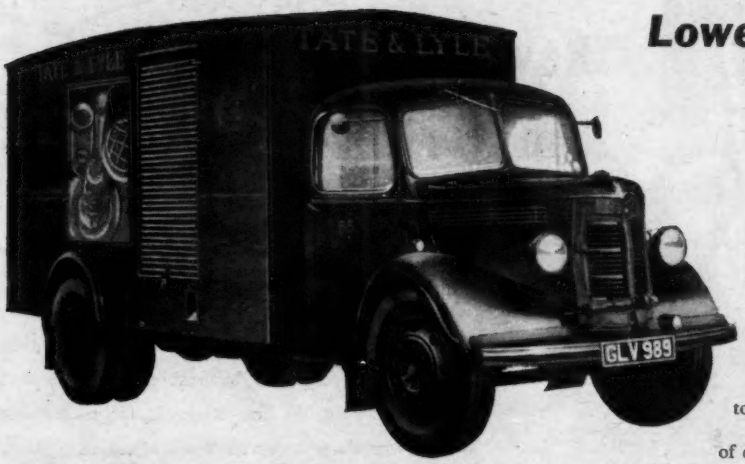

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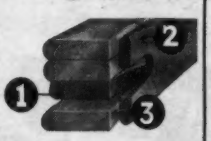

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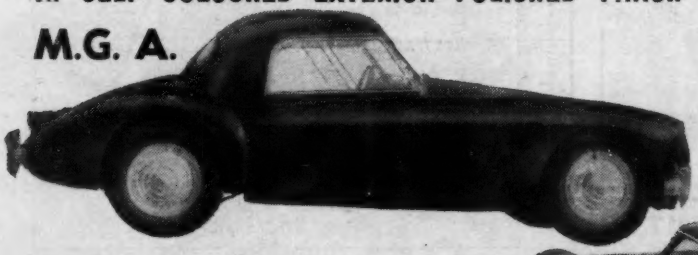

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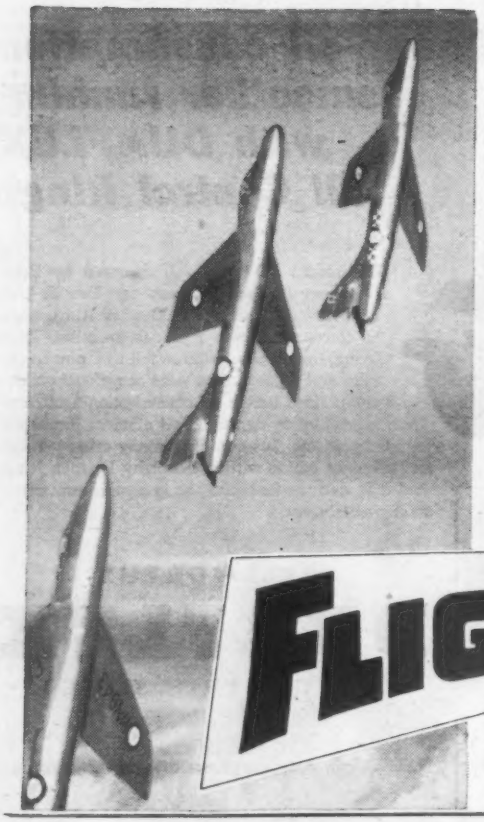

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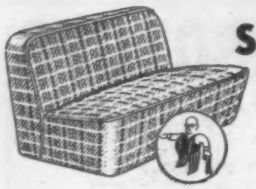

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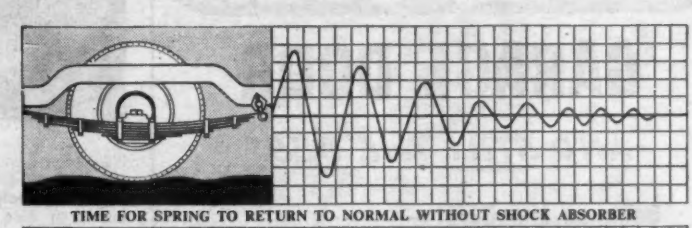
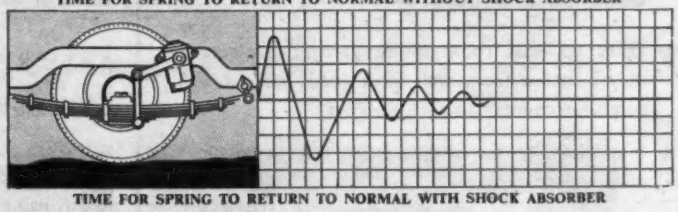


TIME FOR SPRING TO RETURN TO NORMAL WITHOUT SHOCK ABSORBER



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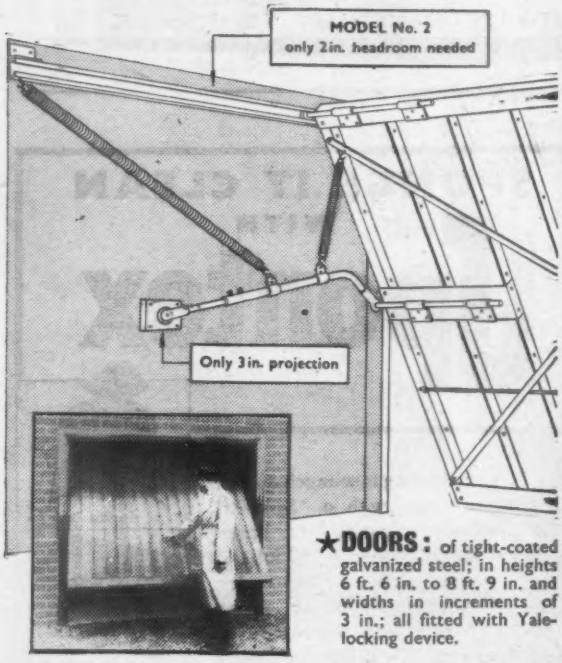

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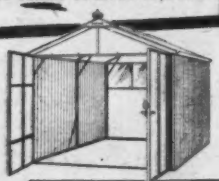

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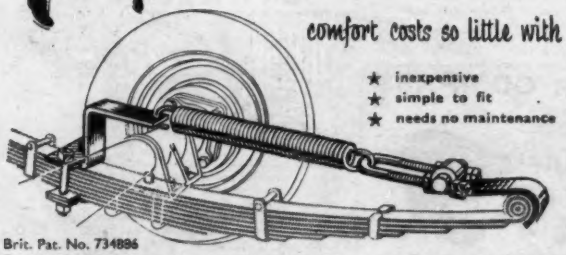

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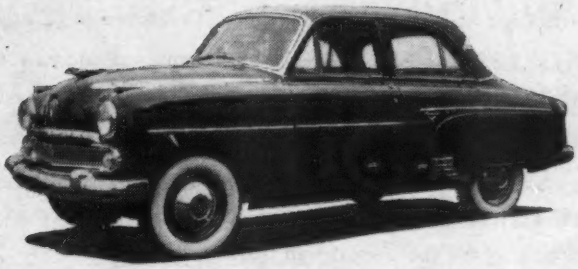

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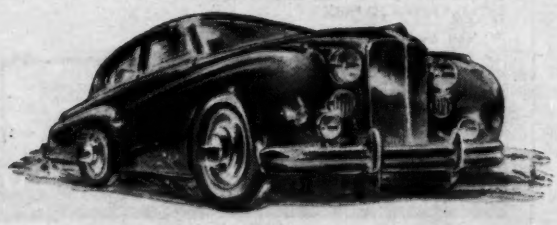

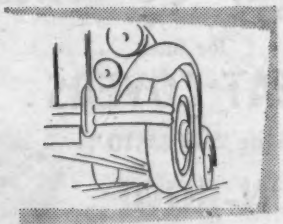

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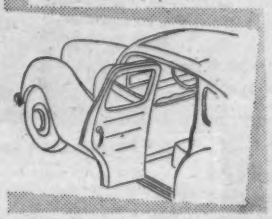

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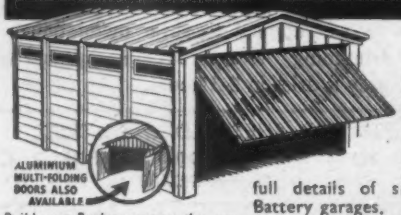

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Motor Car Distributors

The Car Mart Ltd

STATEMENT

THE Directors of the well-known and old-established Company, Car Mart Limited, have been concerned at the improper use of their name "Car Mart" by other businesses in the Motor Trade entirely unconnected with Car Mart Limited.

In order, therefore, to protect its good will, Car Mart Limited recently took one of such cases to Court. In an action in the Chancery Division of the High Court of Justice entitled Car Mart Limited *v.* Joseph Sullivan on the 27th April, 1956, before Mr. Justice Harman, Car Mart Limited obtained an Order against the Defendant perpetually restraining him from :—

(1) Advertising the Defendant's business under the name "Car Mart" in a style identical with or so closely resembling the style adopted by the Plaintiffs as to be calculated to mislead or deceive the public into the belief that the Defendant's business is or is connected with the business of the Plaintiffs and generally from passing off the Defendant's business as and for the business of the Plaintiffs.

(2) Carrying on any business under the style "Car Mart" without taking reasonable precautions to clearly distinguish such business from the business of the Plaintiffs.

The Defendant was further ordered to pay The Car Mart Limited damages and the costs of the action.

Car Mart Limited wish to give notice to the Trade that in comparable cases in future they will take similar action without further warning.

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AUSTIN HOUSE, 297 Euston Road, N.W.1. *EUSton 1212.*
GLOUCESTER HOUSE, 150 Park Lane, W.1. (Corner of Piccadilly.) *GROsvenor 3434.*
WHOLESALE (Car and Commercial), AUSTIN HOUSE, 297/9 EUSTON ROAD, N.W.1. *EUSton 1212.*

REGIONAL DEPOTS:

EALING: 16 Uxbridge Road, W.5. *EALing 6600.*
STREATHAM: 382 High Road, S.W.16. *STReatham 0054.*
HENDON: Welsh Harp, Edgware Road, N.W.9. *HENdon 6500.*
CATFORD: 163 Bromley Road, S.E.6. *HITher Green 6111.*
COLCHESTER: Adams Garages, 62 High Street. *Colchester 6291.*

Associated Company Overseas: THE CAR MART (Rhodesia) (PVT) LTD., BULAWAYO, SOUTHERN RHODESIA

SOLE LONDON AUSTIN DISTRIBUTORS

The Autocar

CLASSIFIED ADVERTISEMENTS

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Postal orders and cheques sent in payment for advertisements should be made payable to Iliffe & Sons Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

PRESS DATES—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Service. Trade Advertisements are accepted by telephone up to 12 noon, Waterloo 3333. All other classifications close for press first post Monday. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

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USED CARS FOR SALE & WANTED—SPARES & SERVICE

A.C.

AC

ACE sports and

ACECA streamlined coupes; new and used examples in first-class condition always available; latest list by return; demonstrations at your address.

USED examples wanted.

SPECIALISED spares and accessory service; exchange high-compression tuned cylinder heads, large bore exchange carburettors, close ratio gear boxes, speed cowls, 2/3-seat conversion for the Aceca.

RUDDS, 41, High St., Worthing 7773-4. [0692/R

1951 A.C. saloon, grey, one owner, excellent, radio; £450.—Salmons Garages, Ltd. Temple Bar 3338. [C4029

1949 A.C. saloon, black, excellent condition, resprayed, leather upholstery; £345.—Wordsworth 4663. [3861

365 gns.—A.C. 1950 model 2-litre Buckland sports tourer, carefully used; terms, exchanges.—Rowland Smith, below:—

195 gns.—A.C. 1937 16/60hp sports 4-seater, British racing green, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ADDRESS all enquiries for earliest deliveries of Ace Bristol, Aceca Bristol, 2-litre saloons and second-hand A.C.s to the A.C. distributors, Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E. (Tel. 43314 & 43345 Southbourne.) [C4024

A.C. Cars Wanted

ALMOST new A.C. required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

GATEHOUSE MOTORS pay cash for good used A.C. cars.—Highgate Village, London, N.6. Mountview 4444. [W2021

GOOD A.C. required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3.Ham. 6041. [W4018/R

XXX Cash immediately for good A.C.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

ALFA-ROMEO

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1935 Alfa-Romeo 2.3 6-cyl. supercharged, excellent condition; £375.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

Alfa-Romeo Cars Wanted

S. MORRIS & Company, 40, Conduit St., London, W.1. Reg. 0424 (6 lines). Sole London Distributors.—Urgently require modern Alfa-Romeos. [0946/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9. [0124/R

ALLARD

RICHARDS & CARR, Ltd., are always best value.

1948 coupe, semi-convertible, just overhauled stem to stern, including reconditioned engine (7 miles ago), gear box, front suspension, etc.; just recellulosed; quite outstanding; £285.

1949 drop head foursome, floor gear lever, various extras, blue; £225.

1949 4-seater tourer, excellent throughout, floor gear lever; £225.—35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

ALLARD specialists.—Performance Cars, Ltd., Great West Rd., Brentford, Middlesex. Ealing 8841.

ALLARD 91P saloon, cream, 1951, £295; Allard 91P saloon, black, heater, 1950, £295.

ALLARD 81M drop head coupe, grey, 1948, £265; Allard 61L saloon, grey, 1948, £195.

ALLARDS urgently needed for cash; 3 months' guarantee.—See under "Sports Cars." [C3041

1949 Allard 4-seater sports, very clean, reconditioned engine, bargain; £245.—St. Albans 52050. [C2106

£200 o.n.o. 1948 4-seater coupe, resprayed, excellent throughout.—D. E. Porter, 121, Dartmouth Rd., London, N.W.2. Gladstone 1381. [3977

SALES & WANTS

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ALLARD

1952 Model K2 roadster, grey/blue, fantastic performance; bargain £365.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

175 gns.—Allard 1947 sports 4-seater, very good condition, choice of 3 Allards; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

FACTORY-SERVICED Allard cars are your wisest buy; 1951 91 P saloon, £325; drop head coupe, h/c aluminium head, dual carbs., £265.—Adlards Motors, Ltd., 51, Upper Richmond Rd., Putney, S.W.15. Tel. Vandyke 2533. [0912/R

Allard Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ADLARDS MOTORS (Allard main distributors) buy or exchange Allard cars.—43, Acre Lane, S.W.2. Brixton 6431. [0146/R

URGENTLY required for cash, all models Allards.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1 Belgravia 3711. [W3045

XXX Cash immediately for good Allard.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

ALVIS

GATEHOUSE offer:—

1951 Alvis 3-litre saloon, black, red leather upholstery; £565.

1950 Alvis TA14, black, immaculate, heater; £575.

1948 Alvis TA14 saloon, black, beige upholstery, radio, heater; £475.

1948 Alvis TA14 saloon, dual colour, radio; £475.

1948 Alvis TA14 saloon, metallic grey, two owners, reconditioned engine; £475.

1948 Alvis TA14 saloon, black, one owner; £475.

1939 Alvis 12/70 saloon, grey, blue upholstery; £195.

1934 Alvis Firefly saloon, black with brown upholstery, completely overhauled; £95.

1948 Alvis 14 Tickford drop head coupe, dual colour, loose covers, radio; £495.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

DUNHAM & HAINES OF LUTON offer:—

1953 Alvis 3-litre saloon, black/fawn leather, one owner.—46, Castle St., Luton 2100-1. [C1079

1949 Alvis saloon, grey, grey leather, in excellent condition throughout; £425.

BRADSTOCK MOTORS, Ltd., Chase Rd., Epsom 5696-7; also 454-456, London Rd., North Cheam, Surrey. Tel. Fairlands 6283. [C1090

1954 Alvis 5-lt. TC21/100 saloon, green, disc wheels.

1953 Alvis 3-litre d.h. cpe., black-cream, black hood, radio, loose covers.—Brooklands, 105, New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m. Saturdays 6 p.m. [C1029

ALVIS specialists.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841.

ALWAYS a selection of Alvis cars in stock.—See under "Sports Car" column.

ALVIS'S urgently needed for cash, 3 months' guarantee.—See under "Sports Car" column. [C3041

ALVIS 4.3-litre saloon, 1938, immaculate condition, 69,000 only, one-shot lubrication, Ace discs; £350.—Wanstead 9726. [3878

1949 Alvis TA14 saloon, grey, grey upholstery, heater, beautiful condition; offers.—Timmis, Milestone, Castle St., Mere, Wiltshire. [3682

1935 Alvis Firebird drop head coupe, good condition; £135, nearest offer.—Tel. For. 6540, Sundays only before 3 p.m. [3892

1950 Alvis TA14 saloon, black, heater, etc., faultless, engineer's report; £525 o.n.o.—Wel. 2634. [3993

£450!!!—1948 Alvis 14 convertible, 4/5-seater, only 2 owners, magnificent and specimen condition, only wants seeing.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley Finchley 6222. [C2052

CASE'S MOTOR MART.—1952 (June) Alvis 3-litre saloon black, R. & H., one owner; £625, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

AREA dealers, new and used models always in stock; spare parts service.—Bottomgate Motors, Ltd., Bolton Rd., Darwen (774), and Bottomgate, Blackburn (5084). [0741

1952 3-litre, modified to TC21, recent top overhaul and relined brakes, body and interior very good, fitted twin spot lights, twin exhausts, heater, etc.; £630.—Tel. Amhurst 8484 until 7 p.m. [3757

1951 (Sept.) Alvis 3-litre drop head convertible, radio, heater, screen washers, special fog lamp, etc.; £595.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050

1949 Alvis 14 sports saloon, mechanical and coachwork overhaul by us, grey, red leather, first-class condition throughout; guaranteed: £495.—G. W. Wilkin, Ltd., Kingston-on-Thames. Kingston 2241. [C4053

395gns.—Alvis 14 late 1948 sports saloon, sliding head, leather, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

TC/21/100 Grey Lady, maroon/red, radio, pass lamps, heater, screenwashers, wire wheels, dual exhausts, etc.; choice of 2 from £1,095.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

£370—1948 TA14 d.h.c., newly cellulosed beige, maroon mohair hood, red leather upholstery, push-button radio, heater, twin Lucas passlights, tyres good, chrome as new, engine 70lb hot; private owner but h.p. can be arranged.—Barker, 15, Bransdale Rd., Scunthorpe. Tel. 2016. [3754

£645!!!—1952 Alvis 3-litre sports saloon, in the hands of one Alvis enthusiast owner since new, serviced and maintained by the same Alvis distributors who supplied the car to its late owner and who have just checked over the whole car, decoked the engine for the first time, black and silver with red leather interior, heater, windscreen washers, Lucas "Flamethrower," tubeless tyres.

CAMDEN MOTORS, Leighton Buzzard 2041. Write or 'phone for catalogue. Showrooms open until 8 p.m. [C1035

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

GATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London, N.6 Mountview 4444. [W2021

XXX Cash immediately for good Alvis.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

ERIC HAYES, Ltd., will purchase Alvis cars in any district.—Tel. Ambassador 8266. 13, Bishop's Bridge Rd., London, W.2. [W2033

WANTED, Alvis 12/70 body, doors, mudguards, bonnet not essential, consider complete vehicle.—Chapman, Beech Close, Walton-on-Thames. [3866

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry. [0931/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653/R

LANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4060), and 176, Deansgate, Manchester (Deansgate 4507). [0738/R

AMERICAN CARS

BROOKLANDS.—Retailers.

1956 Ford V8 Thunderbird sports; V8 Fairlane 4-door town sedan and sunliner convertible; demonstrations, delivery.

SHOWROOM open until 7 p.m., Saturdays 6 p.m.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

NEW unregistered 1956 (r.h.d.) Ford Fairlane Ford-o-matic drive, r. & h., signals, white side wall tyres.

1956 Pontiac convertible, Hydramatic drive, power brakes and steering.

1955 r.h.d. Dodge Kingsway, r. & h., all extras.

1953 Studebaker 2-door, overdrive, r. & h., all extras.

1952 Buick Special 2-door saloon, r. & h., signals, seat covers

1952 Buick Super 4-door saloon, all extras.

1948 Dodge, fluid drive, r. & h., all extras.

NEW unregistered 1956 Pontiac Pathfinder shooting brake, r.h.d. r. & h., all extras; delivery after Motor Show.

NEW unregistered 1956 Oldsmobile 98 4-door holiday sedan, equipped with dual range Jet-a-way Hydramatic drive, power-operated brakes, steering and seat, de luxe push-button radio, underseat heater and defrosters, and a host of other extras, colour black and cream; delivery after Motor Show.

NEW unregistered 1956 Oldsmobile 98 Starfire, equipped with dual range Jet-a-way Hydramatic drive, power-operated brakes, steering and seat, de luxe push-button radio, underseat heater and defrosters, and a host of other extras, colour red and white; delivery after Motor Show.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/5903. [C4015

JOE THOMPSON MOTORS, Ltd., offer a selection of late model cars in excellent condition at competitive prices as detailed under Classified heading to be seen at our showrooms at 91/95, Fulham Rd., South Kensington, S.W.3. Ken. 4856. [C4028

AMERICAN CARS

PLYMOUTH (Chrysler) convertible, 1952, all extras, new Whitewall tyres, one owner; £695.

D. F. WYATT, Ltd., 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988. [C4084

American Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3598.

American Cars Spares and Service

WE specialize on gear boxes, gears, shock absorbers, repairs (guaranteed); seat covers, £7/16; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [8400

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, England's largest Armstrong distributors.

1956 Armstrong Siddeley Sapphire 236 saloon, manumatic gear box, overdrive, one owner, black with grey interior; £1,350.

1956 Armstrong Siddeley Sapphire saloon, automatic transmission, radio, one owner, black with red interior; £1,695.

1955 Armstrong Siddeley Sapphire saloon, preselectric gear box, radio, power steering, one owner, elephant grey with red interior; £1,295.

1954 Armstrong Siddeley Sapphire saloon, synchromesh gear box, wheel trims, wing mirrors, black and grey with red interior; £965.

PASS & JOYCE, Ltd., 184-188, Great Portland St., London, W.1. Museum 1001. [C3039

A

ARNES OF ALBEMARLE STREET offer:—

1955 model Sapphire, automatic, grey, radio, immaculate; £1,145.

1947 48 Armstrong Lancaster, exceptionally good condition; £345.

ALL the above cars carry our 3 months' guarantee.

SHOWROOMS: 28, Albemarle St., W.1. Hyde Park 9323.

SPARES and service: Steeles Rd., Haverstock Hill, N.W.3. Primrose 4467. [C1109

WM

WELBECK MOTORS (official retailers for the Armstrong Siddeley Motor Co.) for new and used Armstrong Siddeleys:—

1950 Lancaster, preselector, black, probably the best in the country; £399.

1952 Whitley saloon, grey/green, very low mileage, synchromesh, a most exceptional car; £495.

1954 Sapphire saloon, synchromesh, light grey with red interior, mileage 28,000; £625.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

B. J. HUNTER, Ltd., offer:—

1954 Armstrong Sapphire saloon, fitted radio, heater, etc., superb condition; £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

DUNHAM & HAINES OF LUTON offer:—

1954 Armstrong Siddeley Sapphire, black/red leather, loose covers, one owner, 20,000 miles.—46, Castle St., Luton 2100-1. [C1079

BROADWAY MOTORS, Hounslow, offer:—

£795!!—1954 Armstrong Sapphire saloon, choice of 2 low mileage specimens, one synchromesh, one preselectric.—Hanworth Rd., Hounslow, Middx. Hou. 0175/9309. [C1113

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1950 Armstrong Siddeley Lancaster saloon, radio, heater, etc.; £350.

MARLBOROUGH Works, 609, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7805. [C1008

CHARLES FOLLETT, Ltd., official Armstrong Siddeley retailers, offer:—

1954 (Oct.) Armstrong Sapphire automatic gear box saloon, black, one owner, radio, twin carburettors, twin exhaust system; £1,245.

1954 Armstrong Sapphire preselectric saloon, black and gazelle fawn, beige leather, one owner, 20,000 miles, H.M.V. radio, twin carburettors, screenwash; £965.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

£380—Armstrong Hurricane, 1950, beige, perfect, spotless condition.—Tel. Wes. 9494 1-2. [4015

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3 offer:—

1951 (Nov.) Armstrong Siddeley Lancaster saloon, absolutely as new, radio and heater; £475. [C1001

LIMOUSINE, 1951, 24,000, forward occasionals, one private owner, heater, immaculate, black; £945.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

1950 Lancaster saloon, black, radio and heater, one owner, 29,000 miles only; £395.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. 5646. [C4043

1956 Armstrong Siddeley 234 saloon, mileage under 3,000, full guarantee; £1,345.—Winchester Motor Co., St. Cross Rd., Winchester. Tel. 3231. [3750

1953 Armstrong Siddeley Sapphire, one owner, many extras; £750.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow. Potter Street 121.

1955 model Sapphire automatic, black, one owner, all extras; £1,195.—Ivor Beal, Ltd., 33, Scarsdale Villas, Kensington, W.8. Western 2789. [C1114

ARMSTRONG SIDDELEY

G

S

GUY SALMON

THE Armstrong Siddeley specialists, for sales, service or advice on these fine cars.

FULL range of new Sapphires for inspection and trial.

OFFER the following used examples:—

1955 (July) Armstrong Siddeley Sapphire 7-passenger limousine, fitted face-forward occasional seats, but no division, 12,000 miles, radio, original spare tyre unused, one owner, cost new £2,800; offered at £1,795.

1954 (series) Armstrong Siddeley Sapphire 4-light saloon, 23,000 miles, Corinthian green/green leather, new Dunlop tubeless tyres, an extremely well maintained one-owner car; £865.

1951 Armstrong Siddeley Lancaster saloon, black/brown hide, 22,000 miles only, immaculate condition throughout; £535.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

ARMSTRONG 1954 (late) Sapphire 346 de luxe saloon, 2-tone grey-black with maroon leather upholstery, heater, radio, pre-selectric transmission, one owner, chauffeur driven, works maintained, bargain; £895.

ASHMORE'S (AUTO ENG.), Ltd., West Bromwich. Tel. 0776. [5774

A BARGAIN, Armstrong Siddeley Sapphire 4-door sedan, 2-tone paint, W.S.W. tyres, radio, etc., 1954 model, brand new, guaranteed unused at cost less £400.—Contact Monarch 4213. [3207

ARMSTRONG SIDDELEY Sapphire saloon, 1956 model, black/grey, genuine mileage 450 miles only; £1,400.—Simpson's Motors, Illogan, Redruth, Cornwall. Tel. Redruth 475. [3833

A Z MOTORS offer 1952-3 Whitley 4-light sports saloon, immaculate condition, small mileage, most attractive bargain; £475!!! Also 1947 Lancaster; £295!!!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

235gns.—Armstrong Siddeley 1946 Hurricane drop head coupe, leather, preselector, heater, new hood, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1956 Armstrong Siddeley Sapphire 346 automatic, delivery mileage only, black and fawn.—Enquiries to Central Garage (Bolton), Ltd., 178, Bradshawgate, Bolton 151. A generous exchange allowance assured. [3781

£385!!!—Lancaster 18hp 4-door saloon de luxe, 1951, very carefully used and driven by elderly "fussy type," all new tyres, new battery May this year, general overhaul only last month, genuine moderate mileage.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

1951 (reg. Dec. '50) Armstrong Whitley saloon, 26,000 miles, one careful owner who has added many refinements; a genuine specimen car in superb condition throughout; £465; dealers will be wasting their time.—Central Garage, Roman Bank, Skegness, Lincs. Tel. 671. [3997

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

ALMOST new Armstrong required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8685. [W3016/R

ARNES OF ALBEMARLE ST., the Armstrong Siddeley specialist, are ready buyers of good Armstrongs.—28, Albemarle St. Tel. Hyde Park 9323. [W1109

XXX Cash immediately for good Armstrong Siddeley.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. [0644/R

BIRMINGHAM joint distributors; spare parts from 1932. Frank Moseley (A. S. & S.), Ltd., The Depot, Cope St., Birmingham, 18. Edg. 0916. [0548

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2, have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151. [0602/R

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the official London Armstrong Siddeley service station for all after-sales service and spare parts; works:—The Hyde, Edgware Rd., Hendon, N.W.9. Colindale 5431. Armstrong Siddeley Motors, Ltd., Purley Way, Croydon, Surrey. [0760/R

ASTON MARTIN

DUNCAN HAMILTON & Co. offer:—

1953 Aston Martin DB2 saloon, 17,000 miles only, green with grey interior, Vantage engine, modified twin exhaust, heater, etc.; £1,395.

33 High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

DB3S competition 2-seater, virtually as new.

DB2 1953, triple Webber carburettors, etc., Alfin drums, recorded mileage 13,000; £1,385.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1956 Aston Martin 3-lt. Mk. II DB2-4 drop head coupe, black, 6,000 miles.

1955 Aston Martin 3-lt. DB2-4 saloon, crimson, beige trim

1954 Aston Martin 2.6-lt. DB2-4 saloon, Vantage engine.

BROOKLANDS, 103, New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m. Saturdays 6 p.m. [C1029

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

1953 Aston Martin DB2, 32,000 miles, very fast car, most carefully kept; £1,395.
TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881.

J. H. BARTLETT the Aston Martin buyers offer Aston Martin DB3 competition 2-seater, now offered at £925.—27, Pembridge Villas, W.11. [C1015

1953 DB2, mileage 22,000, immaculate condition, maintained regardless, radio and other extras.—Sir C. Edwards, Cedarwood Cottage, Banbury Rd., Bicester. [3796

1954-5 DB2-4 3-litre, low mileage, radio, twin exhausts, chrome wheels, one owner, indistinguishable from new; £1,985.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081

175 gns.—Aston Martin 1930 1½-litre International short chassis 2-seater, British racing green, Le Mans engine, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MR. MAX AITKEN wishes to dispose of his 1954 Aston Martin DB2-4 saloon; at 15,000 miles this car is in magnificent condition, is fitted with twin exhausts, and Alfin brakedrums, has been used solely for touring, and has been maintained exclusively by the manufacturers since new; finished in black with black leather upholstery it is offered at £1,800.—Tel. Fle. 8000. [3469

1939 Aston Martin Speed Model 2-seater, rebuilt and registered 1950 at works with DB1 engine costing over £700, post-war condition throughout, many extras including heater, telecontrols, blinkers, etc., over 100 m.p.h. with complete comfort and safety; accept £495 for this unrepeatable bargain; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838.

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0798/R

PRIVATE buyer urgently requires drop head Aston Martin DB2-4.—Howard, 25, Alcester Rd., Sale. Tel. 6055. [3979

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.—Spares, sales and service for pre-war Astons.—Old Windsor, Windsor 2002/3. [0798/R

AUSTIN SEVEN

1936 ruby saloon, sliding roof, not the best but quite serviceable; £47/10.—Addicott, 19, Hanger Court, Hanger Green, Ealing, W.5. [3760

1936 Austin 7 Ruby saloon, a good runner and a bargain at £50, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

AUSTIN A30

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1955 Austin A30 4-door saloon, green with beige upholstery, heater, seat covers, excellent condition; £455; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

BENTALLS, Ltd.

1955 Austin A30 2-door saloon, blue, beige upholstery, heater; £465.—Kingston-on-Thames, Kingston 1001. [C1095

SLOCOMBES, Ltd.

1955 Austin A30, black, 2-door saloon, opening porter lights, wing mirrors, one owner; £445; guaranteed; H.P. terms, part exchanges welcome.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017

CAR MART, Ltd.,

SOLE London Austin Distributors.

1954/55 Austin A30 2- and 4-doors; a selection from £435.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.
CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600. [C1039

MANN EGERTON.

1955 Austin A30 2-door saloon; black, grey upholstery; 12,000 miles; £465.
MANN EGERTON, 14, Berkeley St., W.1. Hyde Park 2073. [C2006

B. J. HUNTER, Ltd., offer:—

1953 Austin A30 saloon, special export model; £395.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1954 A30 2-dr., black, beige upholstery, recorded mileage 16,145; £445.

1955 A30 2-dr., black, beige upholstery, heater, recorded mileage 8,965; £495.

1955 A30 2-dr., blue, beige upholstery, heater, recorded mileage 11,205; £495.

1956 A30 4-dr., tweed grey, red upholstery, recorded mileage 4,659; £525.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

BROADWAY MOTORS, Hounslow, offer:—

£499!!—1955 A30 Countryman, grey, beige interior, one owner, 9,000 miles, absolutely unmarked.

£435!!—1955 A30, 11,000 miles, one owner; also 4,000 miles, 4-door, £475.—Hanworth Rd., Hounslow, Middx. Hou. 0175/9309. [C1113

1956 A30 saloon, 3,000 miles only; £470.
H. A. SAUNDERS, Ltd., Austin House, Highfield, Golders Green Rd., N.W.11. Spe. 0011. [C4004

AUSTIN A30

CENTRAL GARAGE (CROYDON), Ltd., offer:

1956 Austin A30 4-door saloon, finished black, one owner, very low mileage; £515.
FELL Rd., Croydon. Tel. Croydon 7464. [C1098

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1956 Austin A30 2-door grey saloon, heater, etc., 3,000 miles, taxed; £530.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1955 Austin A30 4-door saloon, fitted heater, grey, 11,000 miles, one owner; £455.
R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

AUSTIN A30 2-door, black/beige, extras; £435.—Odeon Motors, Ltd., Barnet 1144. [C3028

AUSTIN A30 saloon, 1956, 200 miles only; £505.—Pinner Motor Co., Pinner. Tel. 456. [C3105

1954 model A30, 4-door, 6,000 miles, heater, taxed; £435.
THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4822-3. [C1116

1954 (Dec.) Austin A30, black, heater; £425.—F. L. Cranmore, Ltd., Tel. 2040 Potters Bar. [C1062

1955 (February) Austin A30 2-door saloon, black/fawn, 24,000 miles; £435.—Salmons Garages, Ltd. Temple Bar 3338. [C4029

1955 (Mar.) Austin A30 4-door saloon, grey, red upholstery, H.M.V. radio, one owner, first-class condition throughout; £465.
CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. [C3050

OCTOBER 1954 Austin A30 4-door saloon, 25,000 miles; £425.—Saul & Slatter, Ltd., 44-46, Aldermans Hill, N.13. Fox Lane 1066. [C4002

495 gns.—Austin A30 1956 saloon, grey/red, overriders, one owner, 8,000 miles, practically new; terms, exchanges.—Rowland Smith, below:—

425 gns.—Austin A30 1954 saloon, grey/blue, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£365!!!—1953 Austin A30 de luxe saloon, only 2 owners, 19,000 miles, magnificent specimen, choice also 1954 model.

£455!!!—1955 Austin A30, one owner, looks and runs as though its only done 5,000 miles.
LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1955 A30 4-door, heater, taxed, immaculate, one owner; £475.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085

1955 A30 2-door, black, heater, low mileage; £495.
Alpine Bushey Garages, Ltd., High Rd., Bushey Heath, Herts. Bushey 3282-3. [C1119

1956 Austin A30 2-door saloon, heater, etc.; list £554.—Ripco, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

1955 Austin A30 Countryman, heater, one owner; £495.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083

1955 Austin A30 2-door saloon, black, grey interior, H.M.V. radio, heater, 4,000 miles only, practically new; £515.—Thornton Heath 3473-4. [C3104

1953 (Oct.) Austin A30 4-door saloon, heater, one owner; £385.—Arnotts Garages, Ltd., Grange Road, Willesden Green, N.W.10. Willesden 0161. [3583

1954 Austin A30 saloon, black and red, heater, 9,000 miles, one owner; £445.—Regent Lion Group, 26, Queensway, W.2. Bayswater 0136. [C1015

1955 (July) A30 4-door, heater and radio, £460; also 1955 2-door with heater; £445.—Vandervells, 213, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1954 (Sept.) A30 2-door, grey/blue, heater, loose covers, immaculate, mileage 10,000, lady owner; £460.—Inwood, 76, Quarry Lane, Northfield, Birmingham. Tel. Pri. 1298. [4017

PRIDE & CLARKE.—1955 Austin A30 4-door saloons, low mileage, heater, from £419; 1954 2- and 4-door, low mileage, heater, from £399; 1953, £369.—Stockwell Rd., S.W.9. Brixton 6251. [C3068/1

NEW Austin A30 saloons, taxed and insured, ready to drive away; exchanges welcomed—any car accepted as whole or part deposit, balance over 24 months; tax and insurance included in terms.—Pride & Clarke, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Austin A30 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.
CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [0952/R

ALMOST new A30 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 6865.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX Cash immediately for good Austin A30.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005

AUSTIN EIGHT

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1946 Austin 8, good condition, taxed; £295.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1946 4-door saloon, beautiful condition; £265!—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1947 4-door saloon, black, one owner, 35,000 miles, new tyres, taxed; £235.—M. Austin, Ken. 8862 or Welbeck 6655. [4055

1946-7 Austin 8 saloon, heater, radio; £265.—Norman Autos, 344-354, London Rd., West Croydon. Tel. Thornton Heath 4657. [C3098

Austin Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

£195.—1941 luxe, post-war style, black, faultless running, very clean.—Hollings, Redhill 4471. [4024

1947 Austin 10 black, outstanding order; £285.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

£325!!!—Dear but worth it!—1947 Austin 10 4-door saloon, just had engine reconditioned, clutch overhaul, and other repairs costing over £100, this vehicle is magnificent and undoubtedly the finest you can see; also choice 2 others from £275.
LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A40

BENTALLS, Ltd.

1953 Austin A40 Somerset, beige/brown upholstery, sliding head, heater; £475.—Kingston-on-Thames, Kingston 1001. [C1095

CAR MART, Ltd.,

SOLE London Austin Distributors

£485.—Austin A40 Somerset coupe, heater, registered January, 1954.
CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600. [C1039/1

CAR MART, Ltd.

SOLE London Austin distributors.

£545.—Austin A40 Countryman, heater, first registered May, 1954.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039/2

CAR MART, Ltd.,

SOLE London Austin Distributors

1953-54 Austin A40 Somerset saloons; a selection from £435.
CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

A 1 at Brown's.

1954 Austin Somerset saloon, grey, red interior, beautifully kept and maintained by an extremely careful owner, the condition of this car is absolutely unbelievable and must be seen to be believed; £525 secures.
CHOICE of another 1954 Austin A40 drop head coupe, grey, interior to match, heater, radio, seat covers, taxed year, completely spotless throughout; £520.
W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

ELM AUTOSALES offer:—

1949 Austin A40 saloon de luxe, recon. engine, fitted heater, sun roof, blue, with leather and loose covers; £375.—28-30, Abbotsbury Rd., Morden. Cherrywood 1615. [C2087

ELM AUTOSALES offer:—

1952 A40 sports convertible, black with beige interior, fitted heater, low mileage; £450.
ELM AUTOSALES, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

WARWICK WRIGHT, Ltd., offer:—

1954 Austin A40 convertible coupe, blue, blue upholstery, radio and heater, 10,000 miles; £595.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1951 A40 pickup, guaranteed; £220.

1949 A40 saloon, guaranteed; £320; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1953 (late) Austin Somerset, reconditioned engine; £485.

1952 Austin A40 Countryman, fitted heater; £395.
MARLBOROUGH Works, 609, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7805. [C1006

COOMBS & SONS (GUILDFORD), Ltd., offer:—

AUSTIN A40 Somerset de luxe, beige with red leather interior, heater and sun roof; this car is in immaculate order and has only done a moderate mlge.; £550.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1953 Austin A40, fitted heater; £445.

1949 Austin A40; £325.—395, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1953 Austin A40 foursome coupe, blue, blue upholstery; £475.—Park 5077. [C3030

1953 A40 Somerset, black, brown upholstery, heater, recorded mileage 15,932; £495.

1954 A40 Somerset, black, brown upholstery, heater, sun-roof; £535.

1954 A40 coupe, black, red upholstery; £550.

1955 A40 Cambridge, black, red upholstery, heater; £595.

1954 A40 Somerset, green, brown upholstery; £535.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

AUSTIN Countryman 1952 A40, excellent condition, new engine, tyres, heater; offers.—Box 4197. [3837

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

£395 !!!—1950 Austin A40 saloon, only two owners, magnificent small mileage condition.

£415 !!!—1951 Austin A40 saloon, one owner, 25,000 miles recorded, choice 2.

£485 !!!—1953 Austin A40, choice 2, both carefully used, small mileage, choice also 1954 series.

LAMBS OF WOOD GREEN (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2052

1949 Austin A40 Devon saloon, colour grey with beige leather interior, very clean throughout; £340.

1954 Austin A40 Somerset saloon de luxe, with heater and leather; £515.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 8 p.m. [C2008

1953 A40 Somerset, one owner, heater, low mileage, perfect condition throughout; £455.—Putney 5530. [C3107

1955 Austin A40 Countryman utility, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

1953 model Somerset saloon, grey, 29,000 miles, extras, excellent car; £465.—Robbins, East Putney. Tel. 7881. [C3010

£360 Austin Countryman 1952 A40, excellent condition; real bargain.—Campbell, 295, Bellahouston Drive, Glasgow. [3421

AUSTIN Somerset drop head coupe, 1953, one owner, heater, radio, spots, seat covers, washers, new tubeless tyres; £495.—Box 4211. [3882

1953 (Sept.) Somerset coupe, grey, heater and many extras £450.—A. A. Clark, Ltd., Frances Rd., Windsor. Tel. 1130. [3927

1955 (Dec.) Austin A40 Cambridge saloon, black, red upholstery, heater, 7,700 miles, taxed, faultless condition throughout; £600.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. [C3050

1955 A40 Cambridge, 13,000, grey, heater, washers; £595.—Yates, 118, Sabine Rd., S.W.11. Bat. 1335. [3809

1954 A40 Somerset saloon, fitted reconditioned engine, excellent order; £510.—Sands, Burnham, Bucks. 1084. [3819

1953 A40 Somerset saloon, first-class order, choice of 2, from £465.—Sands, Burnham, Bucks. 1084. [3820

1952 (Sept.) Austin A40, taxed December, good condition throughout; £425.—Chowns Garage, 29, Islington Green, N.1. Open day and night. [C1096

1953 Austin A40 sports convertible, S.M. & L. radio, beautiful condition, taxed; £485.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

1953 Austin A40 Somerset saloon, grey, red interior, heater, sun roof, one owner, in first-class condition; £525.—Hillwood Motors, Mill Hill (London) 4232. [C2108

1954 Austin A40 Somerset saloon, fitted heater, one owner, guaranteed; £450; exchanges and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 2704 & 5968. [C3034

1953 A40 saloon, reconditioned engine, heater, one owner, excellent condition; £365.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4492. [C3059

ARCHIE SIMONS & Co., Ltd.—1954 model Austin Somerset, colour black, red upholstery, fitted heater, one owner and very well maintained; £495.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

1954 (series) Austin A40 Somerset saloon, black, brown leather, heater, fog lamp, wing mirrors, taxed year, guaranteed; £475, terms, exchanges.—Newbery Cars, Muswell Hill N.10. Tudor 3394. [C3102

1954 Austin A40 Somerset saloon, de luxe model with heater, sunshine roof, and fitted with Feeney Johnston invalid controls for throttle and foot-brake; 17,600 miles only; £575; recommended.—Dreadnought Garage, Hove 35222/3. [3951

A40 sports, 1952, 31,000, grey, red wheels, superb condition, extras include high compression, double valve spring, platinum plug engine, Servais exhaust system, 60 b.h.p., radio, heater, demisters, screenwashers, loose covers, radiator blind, spot, fog, reverse, map lamps, tonneau cover, etc., good tyres, licensed end year; owner going Africa; £450 o.n.o.—Hurlock, Nacton, Ipswich. Nacton 269. [4005

Austin A40 Cars Wanted

CMC AR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0957/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

A40 sports wanted.—Funnell, 162, Buckingham Rd., Hampton, Middx. [3407

ALMOST new A40 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

A40 buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018

XXX Cash immediately for good Austin A40.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

AUSTIN A50

CAR MART, Ltd.,

SOLE London Austin Distributors

1954/55/56 Austin A50 Cambridges; a selection from £550.

CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

AUSTIN A50

HA. SAUNDERS, Ltd., offer:—

1955 A50 de luxe, grey, red upholstery, recorded mileage 4,513; £695.

1955 A50 de luxe, black, chestnut upholstery, heater, recorded mileage 6,723; £715.

HA. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

BROADWAY MOTORS, Hounslow, offer:—

£625 !!—1955 A50 saloon, black, heater, one owner, only 9,000 miles, superb unmarked condition.—Hanworth Rd., Hounslow, Middx. Hou. 0175/9309. [C1113

DJ. SHEPHERD & Co. (Enfield), Ltd., offer:—

1955 Austin A50 saloon, black, one owner, taxed, excellent condition; £580.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1955 Austin A50 de luxe, in excellent condition throughout; £595.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-7-8. [C1121

1956 A50 de luxe plus overdrive, grey, red hide, 4,400 miles, guaranted, one owner, save £120 at £765.—Lock, Croydon 8792 after 7 p.m. [C1076

1956 Austin A50 de luxe saloon, black, red leather, leopard skin loose covers, chrome rim trims, late property of managing director, 4,000 miles only, as new, B.M.C. guarantee; £750.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

Austin A50 Cars Wanted

CMC AR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0058/R

ALMOST new A50 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

HIRECAR Limousine, March 1951, private owner, good mechanically, excellent throughout; £515.

HIRECAR Limousine, 1952, one owner, reconditioned engine, heater, Ace Rimbellishers, excellent; £645.

JACK ALPE, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

HEARSES.—We have bearer for immediate delivery on the 16 chassis, inspection invited.

ALPE AND SAUNDERS (COACHBUILDERS) LTD. Station Approach, Kew Gardens. Richmond 1161. [C1102

1948 (August) Austin 16, finished in black and brown, in most splendid condition; £300.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., W.2. Ambassador 8266. [C2033

A&S Ltd. Austin Hirecars. Good selection 1950/54. See under Limousines column.

ALPE & SAUNDERS Ltd. (Limousines Purchased). Providence Court, North Audley Street. (Near Selfridges.) Mayfair 2941. [C1006

1949 Austin 16 sunshine saloon, radio, heater, loose covers, original throughout; £265; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Nearest Tube, Camden Town Station.) Euston 2700 and 8894. [C3059

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A70

CAR MART, Ltd.,

SOLE London Austin Distributors

1952/53/54 Austin A70 Hereford saloons; a selection from £450.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054.

CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111. [C1039

JACK BOND offers:—

£425.—A70, 1953 series, one owner, new gear box, beautiful condition.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079

JACK ROSE, Ltd., offer:—

1953 A70 in black, red interior, 21,000 miles only, almost unmarked inside and out; £475.—Stafford Rd., Wallington, Surrey 6677, and Burgh Heath 2376. [C3056

HA. SAUNDERS, Ltd., offer:

1954 A70, black, brown upholstery, heater; £545.

HA. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

DJ. SHEPHERD & Co. (Enfield), Ltd., offer:—

1953 Austin A70 saloon, one owner, taxed, excellent condition; £465.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

HEARSES? Brochures available. We have a Deck Hearse on the A70 chassis; inspection invited.

ALPE AND SAUNDERS (COACHBUILDERS), LTD. Station Approach, Kew Gardens. Richmond 1161. [C1102

1953 (Sept.) Austin A70 Hereford saloon, black with brown upholstery, excellent condition; £425.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

1951 Austin A70 saloon de luxe, heater, radio; £340.—Rogers Garages, 22, Chiswick High Rd., W.4. Chiswick 6780. [C3054

1952 model Austin A70 Hereford estate car, in very good condition throughout; £395.—Cavendish Motors, Cavendish Rd., Willesden 0046-7-8. [C1121

AUSTIN A70

1954 Austin A70 saloon, black, one owner, £525; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1952 model (regd. August 1951) A70 Hereford Countryman, finished in fawn cellulose and varnished woodwork with brown leather upholstery, in excellent condition; £535.

ALSO 1951 model A70 Hampshire Countryman, in beautiful condition, one owner since new, both works-produced Stanhope bodies; £465.

SUDFORD CAR SALES, 96-116, Commercial Rd., Southampton. Southampton 25252. [C4096

1953 (Oct.) Austin A70 Hereford, black, brown interior, heater, one owner, beautifully maintained, £455; terms, exchanges.—Atalanta Service Station, 79/81, New Kings Rd., Fulham, S.W.6. Renown 1183. [C1123

Austin A70 Cars Wanted

CMC AR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0353/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A90

CAR MART, Ltd.,

SOLE London Austin Distributors

£495.—Austin A90 Atlantic saloon, heater, registered April, 1952.

CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111. [C1039/1

MERCURY offer:—

£425.—1950 Atlantic convertible, in exceptional condition, all electric, radio, heater, twin spots, undoubtedly one of the finest available.

TERMS or exchanges with pleasure.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middlesex. Wembley 6058-9. [C3014

HA. SAUNDERS, Ltd., offer:

1955 A90 de luxe, blue with blue and beige upholstery, radio, recorded mileage 10,140; £695.

HA. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

WARWICK WRIGHT, Ltd., offer:—

1955 Austin A90 saloon, blue, grey upholstery, heater, 8,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PRIDE & CLARKE.—1955 Austin A90 saloons, low mileage, heater, choice 2 from £619.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

A90 Atlantic saloon, '51, new loose covers, brakes, excellent throughout, new tyres, maintained regardless; £440.—39, Bridgeburn Rd., B'ham 31. [4014

1951 Austin A90 Atlantic sports saloon, black with beige upholstery, radio and heater, excellent condition; £395.

MOSS & LAWSON, Ltd., 1076-1086, London Rd., Thornton Heath, Surrey. Pollards 1122. [3954

1950 A90 Atlantic convertible, power-operated coupe, radio, heater, etc., recellulosed, fitted new s/absorbers; £375.

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C3098

1952 Austin A90 hardtop, heater, radio, in very good condition throughout; £395.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-7-8. [C1121

350 gns.—A90 electric convertible, one owner, 32,000 miles, fitted heater, seat covers, Vynide hood, etc., taxed.

C.A.T. MOTORS, 56, Warren St., W.1. Euston 1926. [4079

1951 Austin A90 Atlantic saloon, 2 owners only, very low mileage, fited radio, in superb order and definitely one of the nicest we have been privileged to offer, 3 months' guarantee; £415.

C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [3961

1950 Austin A90 Atlantic power-operated convertible, radio and heater, spot lights, taxed, cream and red, very attractive; £375, exchanges, terms.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. [C1024

£475.—Austin A90 Atlantic hardtop, 1952, magnificent example, radio, heater, washers, spots, etc., superb mechanically; we welcome A.A. or R.A.C. exams., money-back exchanges, h.p., etc.—Benmotors, 1, Clarendon Rd., W.11. (50 yds Holland Park Tube.) Park 5066-7. [C1017

Austin A90 Cars Wanted

CMC AR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—163, Bromley Rd., Catford, S.E.6. Hither Green 6111. [0059/R

AUSTIN A90 (6-cyl.)

CAR MART, Ltd.,

SOLE London Austin Distributors

1955/56 Austin A90 Westminster de luxe; a selection from £625.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039

1955 A90 Westminster de luxe, 13,000 miles, excellent condition; £695.—Ken. 5315. [3991

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A90 (6-cyl.)

JACK ROSE, Ltd., offer:—

1956 A90 Westminster saloon, de luxe, 6,000 miles only, a beautiful car, in beige; accept £785. —Stafford Rd., Wallington, Surrey 6677 and Burgh Heath 2376. [C3056

BROADWAY MOTORS, Hounslow, offer:—

£650!!—1955 A90 Westminster de luxe saloon, choice of 2 one owner, low mileage examples. —Hanworth Rd, Hounslow, Middx. Hou. 0175/9309. [C1113

1956 Austin A90 Westminster, one owner, 9,000 miles, quite immaculate; £755.

TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Slo. 5213. [C4036

1956 A90 Westminster de luxe, under 2,000 miles, perfect condition; £825.—Ken. 5618. [3990

1955 (March) Austin A90 Westminster, green, 7,000 miles; £685.—Vandervells, 213, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1955 Austin A90 Westminster, black with red interior, fitted radio, one owner, 19,000 miles, taxed end of year; £675.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 2233. [C4094

1955 Austin A90 Westminster, spruce green, green/beige leather, one owner; 26,000 miles; taxed to year end; guaranted; £675.—G. W. Wilkin, Ltd., Kingston-on-Thames. Kingston 2241. [C4053

1956 Austin A90 Westminster saloon, finished in black, with maroon upholstery, first registered August, 1956, approximate mileage 900, fitted heater, taxed to end of year, indistinguishable from new; £850; terms and exchanges.—Steeles, Stoke Lane, Westbury, Bristol. Tel. 621046. [4063

AUSTIN EIGHTEEN

LIMOUSINE, 1939, Iver, brown leather, reconditioned engine, titled owner, excellent condition, black; £425.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

AUSTIN A125 & A135

CAR MART, Ltd.,

SOLE London Austin Distributors

£1195—Austin A135 Princess saloon, radio, heater, sliding head, registered September, 1954.

CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [C1039

G. S. HALL offer:—

£495!!—1952 Austin Sheerline saloon, grey, grey leather, heater, radio, only 30,000 miles, magnificent condition.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100

TOM GARNER, Ltd., offer

1955 Austin A135 Princess 7-pass. limousine, black/leather/cloth, 5,000 miles only; £2,650.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

1952 Sheerline, exceptional condition throughout, nominal mileage; £495; terms, exchanges.

D. F. WYATT, Ltd., 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988. [C4084

HEARSES? Brochures available. We stock Deck and Bearers on the Princess; inspection invited.—

ALPE AND SAUNDERS (COACHBUILDERS) LTD. Station Approach, Kew Gardens. Richmond 1161. [C1102

G & M ALFREDS (1936), Ltd.—1950 Series Princess saloon, black/brown, radio, heater, superb order, with guarantee.

1950 Austin Sheerline saloon, radio, heater, one private owner, 1955 condition.

LIMOUSINE, 1950 (Nov.) Austin Sheerline, black, radio, heater, one private owner, in 1955 condition with guarantee.—G. & M. Alfreds (1936), Ltd., 6-7, Warren St., W.1. Euston 3268. [C1005

A & S Ltd. A125. L.W.B. Limousine, one private owner, outstanding condition. £935. See also under Limousines column.

ALPE & SAUNDERS Ltd. (Limousines Purchased). Providence Court, North Audley Street. (Near Selfridges.) Mayfair 2941. [C1006

1953 Austin Sheerline saloon, finished black, with beige hide upholstery, fitted radio and heater, one owner from new, taxed December; £675.—P. Blamire, Queens Road Garage, Coventry 5424. [3975

1950 (December) Austin Sheerline long wheelbase limousine, one owner, privately owned, chauffeur driven and maintained since new, finished in black with brown interior, usual extras fitted including radio; the whole vehicle is in specimen condition, open to any inspection or trial.

ORCHARD GARAGE, Ltd., Providence St., Earlsdon, Coventry. Tel. 2836 (evening after 7.30 60558). [3903

SHEERLINE limousine, 1952, long wheelbase model with forward occasionals and division, a one owner car, taxed and used privately since new, chauffeur driven and maintained and in well-nigh perfect condition, immaculate black coachwork, interior upholstered and trimmed in fawn leather front and rear, radio, heater, etc., probably the finest specimen of a Sheerline limousine in the country.

CAMDEN MOTORS, the Limousine Specialists, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure. Showrooms open until 8 p.m. [C1035

Austin A125 and A135 Cars Wanted

CMC AR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Austin House, 297, Euston Rd., London, N.W.1. Euston 1212. [0352/R

CMC AR MART, Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212 [0057/R

Austin A125 and A135 Cars Wanted

SEVEN-PASSENGER Sheerline and Princess Limousines required, top prices paid for condition.

JACK ALPE, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

ALMOST new A125-A135 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

XXX Cash immediately for good Austin Sheerline.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

Austin Miscellaneous Cars Wanted

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000: Seven Sisters Rd., Tottenham, N.15. [0598/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 2233. [0541/R

Austin Spares and Service

AFOR Austin.—Wimbledon for everything Austin.—spares pre-war and post-war exchange units from stock; also 3.4 B.M.C. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.

WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0226

THE CAR MART, Ltd.

LONDON distributors.—Spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 382, Streatham High Rd., S.W.16 (Streatham 0054); 163, Bromley Rd., Catford, S.E.6 (Hither Green 6111). [0160/R

AUSTIN, the main agents for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-60. [0196/R

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0500/R

HAMMERSMITH, W.6. Rogers Garages, Engineers, Wellesley Ave. Riverside 2644. Sales and Service. [S3054

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units; try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. [0729/R

C. G. NORMAN & Co., authorised Austin main spare parts stockist, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Vic. 2211. [0271/R

AUSTIN spares, all models, keenest prices, send for our 132-page illustrated catalogue, price 1/- post free.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3280. [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot.—Full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

AUSTIN-HEALEY

WM WELBECK MOTORS proudly offer one of the most fabulous of all Austin-Healeys:—

1955 (reg. Oct. '54) Austin-Healey, red, mileage 20,000 approximately, condition virtually identical to new, Donald Healey Motor Co. history from new, 100m specification, Barwell-Head, 3 spot lamps, Michelin X, Motorola, 120bhp, Halda Speed Pilot, never raced—whole car in Concord d'Elégance condition £745.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. (Near Baker St. Station.) Welbeck 1139. [C4049

AUSTIN-HEALEY specialists.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841.

AUSTIN-HEALEY 100, blue, radio, extras, 1955, £775; 1954, green, one owner, low mileage, £695.

AUSTIN-HEALEYS urgently needed for cash, 3 month's guarantee.—See under "Sports Cars."

1954 [C3041 immaculate and perfect mechanical order; £596.—John Ewer Motors, 28, Rosslyn Hill, Hampstead, N.W.3. Swiss Cottage 2020. [3565

1955 (July) Austin-Healey 100, low mileage, most immaculate, £745.—Tolworth Motors, Ltd., Kingston By Pass, Tolworth Elmbridge 2254. [C4081

J. H. BARTLETT the Austin-Healey buyers: Austin-Healey 1954 special 2/4-seater saloon, cost approximately £1,400; bargain £650.—27, Pembridge Villas, W.11. [C1013

1955 Austin-Healey (registered April 1956), 2,000 miles, as new, green, taxed; £795, terms arranged.—140, Pavilion Way, Eastcote. Tel. Field End 9656 (evenings). [3860

£775!!!—May, 1955, Austin-Healey 100, equipped with overdrive, heater, etc., one very fussy owner since new, the whole car in truly magnificent condition throughout.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

Austin-Healey Cars Wanted

RROWLAND SMITH'S, the car buyers.—Highest cash prices for Austin-Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Austin-Healey Cars Wanted

ALMOST new Austin-Healey required immediately.—76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

HEALEY Car Sales require urgently good Austin-Healeys.—42, North Audley St., W.1. Mayfair 3507. [6708

XXX Cash immediately for good Austin-Healey.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

Austin-Healey Spares and Service

AUSTIN-HEALEY spares and service; for specialized Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd.; Le Mans tuning kits and high-compression pistons available.—Service: Donald Healey Motor Co., Ltd., 2-4, Reece Mews, South Kensington. Tel. Kensington 1004. [3651

BENTLEY (3½, 4¼-litre and New 4¼-litre)

CMC AR MART, Ltd.

£4850—Bentley 4¼-litre S series sports saloon, registered May, 1955.

£1295—Bentley 4¼-litre saloon, first registered July, 1948.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C1039

BROOKLANDS.

1956 Bentley Continental, Park Ward saloon, automatic gears, grey.

1953 Bentley H. Radford Countryman, fully equipped.

CARS purchased for cash; guarantee.

SHOWROOMS open until 7 p.m., Saturdays 6 p.m.

103 New Bond St., London, W.1. Mayfair 8351. [C1029/1

H. C. PAUL, Ltd.

1954 Bentley standard steel saloon, grey, red interior, one owner, 22,000 miles; £3,450.

1952 Bentley standard steel saloon, maroon and gold, one owner, 45,000 miles; £1,850.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1954 Continental saloon with coachwork by H. J. Mulliner, synchromesh gear box, finished in grey with beige hide upholstery, 19,293 miles, registered April; £4,850.

1953 R type standard saloon fitted with automatic gear box, finished in black with brown hide upholstery, 36,466 miles, registered October; £2,950.

1953 saloon by Hooper, finished in midnight blue with tan hide upholstery, registered December, one owner, many special features; £3,500.

WE are interested in the purchase of Bentley cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060. [C3032

MANN EGERTON.

1956 Bentley S-type sports saloon by Hooper, grey, 1,100 miles; £6,950.

1955 Bentley R-type automatic gear saloon, Tudor grey and light grey, 16,000 miles; £3,750.

1954 Bentley R-type automatic gear saloon, black, with brown leather upholstery, 13,000 miles; £3,650.

1953 Bentley R-type saloon, Tudor grey, 20,000 miles; £2,850.

MANN EGERTON, 14, Berkeley St., W.1. Hyde Park 2073. [C2006

JACK BOND offers:—

£1985—The only one of its type, 3/4-seater convertible, specially built at a cost of £9,000 by a leading French coachbuilder for the 1949 Paris Motor Show, without a doubt the smartest post-war Bentley ever built, it causes great admiration wherever it appears, radio, completely disappearing hood, 21 m.p.g., this fabulous car is in immaculate condition.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079

R. F. FUGGLE, Ltd.

1937 4¼ Bentley Hooper saloon, colour blue, radio, heater, chassis and coachwork excellent; £785.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

JACQUIER, Ltd., offer:—

1937 series H.K. 4¼-litre, Hooper body, 4-door saloon; £495.

1936 3½-litre Barker 2-door sports saloon, heater, specimen car; £625.

1934 3½-litre Thrupp & Maberly 2-door saloon, black, engine just overhauled; £545.

1934 3½-litre Barker coupe, 2-door, grey with red interior; £495.

SEVERAL others in stock.

JACQUIER, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

A1 Garage, Ltd., offer:—

1952 (March) 4¼-litre Bentley, fitted with H. J. Mulliner saloon body, big boot, one owner, 34,000 miles, dual grey; this car is in immaculate condition and has been passed by Bentleys; £2,950.—14-16, Childs Place, Earls Court, S.W.5. Fremantle 8181. [3821

PHILIP RICKARDS Ltd., offer:—

1956 (August) Bentley series S sports saloon, tudor grey with grey upholstery, 200 miles only; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Tel. Derby 47471-6. [C4073

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq. Mayfair 7444 (open until 7 p.m.). [C1082/R

GUY SALMON AUTOMOBILES offer:—

1950 Bentley Mark VI standard steel saloon, in superb original condition throughout, 51,000 miles only; £1,695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

PARK GARAGE (MOLESEY), Ltd., offer:—

1951-2 Bentley Mark VI saloon, big bore, history, 2-tone grey, immaculate; £1,875.

1948 Bentley Mark VI saloon, black, immaculate; £985.

PARK GARAGE (MOLESEY), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C3037

WOKING MOTORS, Mercedes distributors.

1948 (September) Mark VI Bentley Freestone & Webb sports saloon, 64,000 miles, new engine recently, black; £1,140.—Maybury Hill, Woking 4277-8. [C4057

SWANMORE GARAGE, Ltd., Bournemouth, offer:—

£3195 Continental style 1952 Bentley Mk. VI 4½-litre 4-door high-wing saloon by James Young, 31,000 miles, one owner, matchless condition.

£1385 (October, 1949).—Steel saloon, complete engine overhaul by Bentley engineers.

£495.—Bentley 4¼ saloon (Sept., 1936), outstanding condition, wonderful history; would exchange for higher-priced car with cash adjustment.

EASY terms arranged with pleasure.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe E. Tel. Southbourne 4344-5. [C4024

1936 Bentley 3½-litre Mulliner saloon, black; 295gns.

1937 Bentley 4¼ Park Ward sports saloon, gunmetal grey with blue leather interior, a very attractive example with an excellent performance; 395gns.

1938 Bentley 4¼ Gurney Nutting Razor Edge saloon, finished in dark blue with grey leather interior, radio, heater, etc.; 490gns.

ALL above Bentleys are in excellent condition and open to any trial, at these prices they are all genuine bargains; terms, exchanges.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 3457. [C3000

1955 Bentley S saloon, tudor grey, mileage 4,600; £4,750.

1952 Bentley 4½ standard saloon, mileage 33,000, black and grey, immaculate; £2,195.

1950 (September) Bentley 4¼ standard saloon, grey, a most carefully maintained car with excellent history; £1,450.

WEYBRIDGE AUTOMOBILES, Ltd., Queen's Rd., Weybridge 2253. [C4094

1948 Bentley 4½-litre, Mulliner body, radio, heater; £1,700.

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). [C2032

1956 (May) Bentley S series saloon, 6,000 miles, one owner, immaculate.

1947 Bentley Mark VI saloon, recent overhauls include new pistons, full-flow oil filter, coachwork very well maintained; £1,095

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4056

FRIDAY'S (CAR SALES GROUP), Ltd., Ashford Rd., Maidstone. Tel. 67248/9.

1951 (Oct.) Bentley S.S. saloon, 39,000 miles, dual grey, big bore, small boot, full equipment, Bentley history; £1,850.

1951 (Aug.) Bentley S.S. saloon, 60,000 miles. Tudor grey, big bore, small boot, full equipment, Bentley history; £1,675.

1949 (Nov.) Bentley S.S. saloon, 28,000 miles only. Tudor grey; £1,475.

HIRE purchase and part exchange facilities available. [3626

JACK OLDING & Co. (MOTORS), Ltd., official Bentley, Rolls-Royce retailers, offer:—

1955 Bentley S series saloon, black, beige hide, 7,200 miles, one owner; £4,800

1955 Bentley standard saloon, black, beige hide, automatic, one owner; £3,750.

1954 Bentley Continental saloon by H. J. Mulliner, black, beige hide, synchromesh; £4,950.

1954 Bentley standard saloon, Tudor grey, grey hide, automatic, 20,000 miles; £3,650.

1953 Bentley standard saloon, blue, beige hide, one owner; £2,650.

1952 Bentley standard saloon, black, tan hide, one owner; £2,250.

1950 Bentley standard saloon, black, light blue hide; £1,750.

1949 Bentley coupe tourer, 2-seater, grey, blue leather, one owner; £1,750.

1948 Bentley sports saloon, H. J. Mulliner, maroon, beige hide one owner; £2,100.

AUDLEY House, North Audley St., W.1. Mayfair 5242 (7 lines). Open to 7 p.m. [C3030

BENTLEY specialists.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 6841.

BENTLEY 4½ V.D.P. tourer, specimen, stored 10 years; £345; Bentley Red Label d/h, 1925; £195.

BENTLEY Speed Six original 1929, £295; Bentley Red Label coupe, 1924, £95.

BENTLEYS urgently needed for cash; 3 months guarantee; see under "Sports Cars." [C3041

BENTLEY 1952 standard steel saloon, black with brown upholstery (leather), one owner, fully equipped; specimen motor car; £2,100.

ASHMORE'S (AUTO ENG.), Ltd., West Bromwich. Tel. Wes. 0766. [3777

BENTLEY (3½, 4¼-litre and New 4½-litre)

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1954 (Dec.) Bentley, automatic gear box saloon, attractively finished grey and black, blue/grey leather, one owner, 12,000 miles, maintained by makers, superb order; £3,750.

1954 Bentley automatic gear box saloon, velvet green, 16,000 miles; £3,675.

1954 Bentley automatic gear box saloon, black, one owner, 29,000 miles; £3,475.

1950 Bentley Mk VI saloon, grey, one owner, sold and maintained by us since new; £1,575.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1939 Bentley 4½ MX series, overdrive, superb utility; £675.—Leatherhead 2271. [C3029

BENTLEY 4½-litre drop head 1928, hood new, taxed year, bills £280, perfect for £300.—Tel. Fla. 3221. [3764

1949 Bentley Mark VI; £1,150.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 6151. [C2110

1948 Bentley Mark VI standard steel saloon; £995. —Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Belgravia 3721. [C3006

1954 (July) Bentley R-type automatic S.S. saloon, grey and grey, 18,000 miles, one owner, complete history available; £3,550.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [3952

ADVERTISER would consider exchanging his 1956 S series saloon for Continental model.—Stevens, 6, North Rd., The Park, Nottingham. [3788

1954 (Aug.) Bentley R type, automatic gear, two-tone grey; £3,450.—George Sykes & Sons, Ltd., Crosland Moor, Huddersfield. Tel. 6243-4. [3604

1953 (December) Bentley R-type standard steel saloon, automatic gear box, green with red leather; price £3,150.

RIPPON BROS., Ltd., Huddersfield, Leeds, Sheffield and Bradford. [C3100

1955 Bentley S standard saloon, chauffeur driven, R type wanted in part exchange.—W. Mumford, Ltd., Abbey Garage, Tel. Plymouth 63481. [3890

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272), officially appointed Bentley retailers and repairers; reliable used cars in stock. [3836

1951 Bentley Mark VI standard steel saloon, large bore, in immacuate condition; £1,875.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Belgravia 3721. [C3006/1

CASS'S MOTOR MART.—1935 Bentley 3½-litre Park Ward sports saloon, recent £750 overhaul, genuine 77,000 miles.—5, Warren St., W.1. Euston 4110. [C1040

1935 3½-litre drop head coupe, one owner for several years, good order throughout; £375. Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-5. [C1080

AUTOWORK, Ltd., offer 1951 and 1950 Bentley Mark VI standard saloons, both superlative order and at realistic prices; part exchanges, etc.—Southgate St., Winchester. Tel. 4965. [C1010

1949 Rolls-Bentley Mark VI standard steel black saloon, H.M.V. radio, heater, loose covers, taxed December, one owner, immaculate; £1,495.—Below.

1934 Rolls-Bentley 3½-litre drop head foursome coupe, black, brown hide, heater, in outstanding condition, £395; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

30000 miles, 1953 Bentley R type finished in black, with beige upholstery, excellent condition; £2,550.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-4. [C4082/1

CHAUFFEUR maintained Bentley steel saloon, registered December 8th, 1950, dark green, immaculate; £1,495; owner buying new Bentley.—Windleshaw, Clare Hill, Esher. Tel. 2792. [3766

1938 Bentley 4¼-litre Barker saloon, finished in 2-tone fawn, immaculate condition throughout; price £525.—J. T. Leavesley, Ltd., Alrewas, Burton on Trent. Tel. Alrewas 354/5. [3767

ARCHIE SIMONS & Co., Ltd., 1936 Bentley sports saloon by H. J. Mulliner, two tone grey, very good example of this popular model; £495.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

1954 (May) Bentley standard steel saloon, automatic R-type, 25,000 miles, maintained by manufacturers, one careful owner; £3,650.—The County Garage, Gerrards Cross 2279/3725. [3957

1948 Bentley Mark VI special sports saloon by James Young, cost £5,450 new, colour green, in impeccable condition throughout, five new Indian tyres just fitted; £1,550.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

BENTLEY 1950 (late) standard steel saloon, metallic grey with blue upholstery, bench-type front seat with folding arm rest, radio, heater, screen washers, etc., immaculate condition, bargain; £1,595.

ASHMORE'S (AUTO ENG.), Ltd., West Bromwich. Tel. Wes. 0766. [3776

1952 Bentley, big bore, standard steel saloon, dual gun grey, 47,000 miles, exceptionally clean throughout, excellent mechanically, good history, two owners; terms, exchanges; £2,150.

NEWCASTLE (STAFFS) MOTOR Co., Ltd., Brunswick St., Newcastle, Staffs. Tel. 64791-5. [3624

1955 model (delivered December, 1954) Bentley R-type saloon, automatic gear box, mileage 16,000 only, condition as new throughout; price £3,800. —Grose, Ltd., Northampton. N'pton 31682. [1713

1954 model (delivered May) Bentley R-type saloon, automatic gear box, mileage 31,000, condition exceptional throughout; price £3,150.—Grose, Ltd., Northampton. Northampton 31682. [1714

1954 Bentley (July), automatic gear box, 19,000 miles, excellent condition, original owner (London) wishes to sell before going abroad mid-October; best offer over £3,000.—Box 4244. [4036

BENTLEY (3½, 4¼-litre and New 4½-litre)

1954 series Bentley R-type standard steel saloon, automatic gear box, full history, one owner, colour grey; £2,750.—Clayton's Cars (London), Ltd., 17, Bruton Place, W.1. Tel. Hyde Park 9184. [C1050

1952 series Park Ward Bentley drop head, pearl and silver, 35,000 miles, complete history; £2,950.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyd. 9184. [C1050

1951 Bentley Mark VI 4¼-litre standard steel saloon, black, 2 owners, 70,000 miles, chauffeur maintained, bodily and mechanically excellent; £1,775.—Caffyns, Ltd., Beacon Rd., Crowborough, Sussex. [3807

1949 Bentley standard steel saloon, maroon and black with maroon upholstery, fitted radio and heater, in exceptionally fine condition throughout; £1,150.—Gavin Fairfax, Ltd., Virginia Water. Tel. Wentworth 3154. [C2099

1951 Bentley Mark VI standard saloon, finished green with beige leather, in exceptional condition throughout, one owner; £1,475.—Harry Martin, 23, Devonshire Place Mews, London, W.1. Welbeck 3294. [C3092

325gns.—Bentley 1935 3½-litre sports saloon by Freestone & Webb, sliding head, leather, heater, carefully used; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith (Hampstead Tube). Hampstead 6041. [C4018

CONTINENTAL Bentley, registered July 1956, Park Ward coachwork, genuine 1,600 miles, special finish and most attractive light dynasty blue, automatic gear box; £6,875.—Barton Motors (Preston), Ltd., Corporation St., Preston. Tel. 3203. [3779

£1595!!!—1950 Bentley Mark VI saloon de luxe, but having been used personally by our managing director is in superlative condition throughout; come and see this and compare with others offered, its beautiful and outstanding value.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars, exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1948 (April) Bentley Mark VI standard saloon, black, brown hide, an excellent example, with good history; specially reduced to £995; the keenest and best Bentley value yet offered; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. [C4035

Bentley Cars Wanted

CAR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0958/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED by private buyer, 1950 or later Bentley, please send free partiulars to Box 4200. [3840

DUNCAN HAMILTON & Co., urgently require post-war Bentleys.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

XXX Cash immediately for good Bentley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

WE will buy or part exchange your Bentley for a new one.—Loxham's, Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [0636/R

JACK OLDING & Co. (MOTORS), Ltd., purchase good used Bentley/Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m. [W3030

WEYBRIDGE AUTOMOBILES, Ltd., official retailers; attractive prices paid for low-mileage post-war Bentley cars.—Queen's Rd., Weybridge. Tel. 2233. [0540/R

Bentley Spares and Service

ASERVICE unequalled

OFFICIAL repairers Bentley cars

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

JACK OLDING & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce service, overhauls and renovations. —84-90, Holland Park Ave., Kensington. Park 5077. [S3030

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Compton, 69 Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0827/R

BORGWARD

1955 Isabella, 9,000 miles, beautiful condition; £885

TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Slo. 5213. [C4036

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Borgward Wanted

BORGWARD 2400, low mileage, wanted; private buyer, consider Fiat 1900.—Box 4201. [3841

BRISTOL

CHARLES FOLLETT, Ltd., offer:—

1954 Bristol 404 2-door sports saloon, metallic maroon, grey hide, heater, radio, 17,000 miles, superb appearance, performance combined with comfort: £2,250.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

1953 (July) Bristol 403, one owner, extremely well maintained; £1,395.

1953 Bristol 401, one owner, excellent condition, 34,000 miles; £1,275.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Rows), Mayfair, W.1. Gro. 6881. [C4036

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—60, Piccadilly, W.1. Grosvenor 4141. [0618/R

1949 Bristol 400 saloon; £650; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1949 Bristol 400 2-litre saloon, sports engine, maroon, immaculate; £650.—Neaverson, Abbey Lane, Leicester. Tel. 62541. [3897

BRISTOL 403, 1953-4, genuine 20,000 miles, just as new; £1,400.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Tel. Biddulph 3174. [3862

1955 (March) Bristol 403/5, one owner, low mileage, quite unmarked and indistinguishable from new; £2,350; offers; exchanges, terms, guarantees.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe E. Tel. Southbourne 4344-5. [C4024

1951 (July) type 401, in superb condition, 44,000 miles, Bristol red with beige upholstery, Alfin brakes, Michelin X tyres, maintained by works, one owner, original cost £3,300; bargain, £1,150.—G. Prove, 42, The Gardens, Watford, Herts. Tel. 6737. [3751

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol, 1. Tel. 25280. Bristol distributors for Somerset, Wiltshire, Devon and Cornwall. We invite enquiries for the world-famous Bristol cars. Brochure by return. Demonstrations arranged by appointment. A selection of used Bristols always available covered by our guarantee. Confidential out-of-income facilities available. [0474/R

Bristol Cars Wanted

J. H. BARTLETT will pay more for good 400, 401, 403 and 404 Bristols.—27, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BRISTOL 403 required professional man desires to contact private owner contemplating sale within next ten weeks.—Box 4167. [3815

XXX Cash immediately for good Bristol.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

WE specialise on gear boxes, gears, repairs (guaranteed); seat covers from £3.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [S4100

BUGATTI

GENUINE vintage Bugatti saloon, 33hp, in exceptional condition; recently rebuilt; £280.—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677. [0870/R

BRESCA Bugatti, type 23 with 4-seater touring body, very good tyres, hood, and upholstery most attractive and original; £125.—Gordon & Glynn, Sloane 8326. [C2075

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Gladstone 7677. [0071/R

BUICK

SIMPSON'S offer:—

1952 Buick special 2-door saloon, r. & h., signals, seat covers.

1952 Buick Super 4-door saloon, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. 8691/3903. [C4015

1948 Buick saloon, R.H.D., radio, etc.; £475.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 6151. [C2110

1949 Buick Super, r.h.d., radio, heater, blue.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

1950 Super convertible dynaflow, power top and windows, one owner, new W.W. tyres, radio; heater, etc.: £725.—Mervyn Austin, Kensington 8862. Welbeck 6655. [3579

BUICK eight, registered 1949/47/48 model, resprayed 2-tone, mechanically perfect; bargain price of £325; h.p. terms, part exchanges welcomed.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6660. [C3106

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Buick buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0303/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

1949 Cadillac convertible, power top, power window, tubeless tyres, Hydromatic, radio and heater; £900.—Joe Thomson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

Cadillac Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W1028

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Cadillac buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691. [W4015

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum and Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

GUY SALMON AUTOMOBILES offer:—

1955 Chevrolet Bel Air 4-door saloon, 12,000 miles only, radio and heater, quite as new; £1,650.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1952 Chevrolet de luxe, in outstanding condition; £675.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1953 Chevrolet, radio, heater, excellent condition; £795.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1956 r.h.d. Chevrolet 4-door saloon, radio, 1,100 miles; £1,845.

1953 l.h.d. Chevrolet 4-door saloon, radio, heater, 29,000 miles only; £795.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1950 Chevrolet, r.h.d., recently recon. engine fitted, in immaculate condition throughout; £595.

SCOTT CARS, 341-347 Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016/2

1950 Chevrolet Bel Air 2-door sedan, radio and heater, finished in maroon with grey upholstery, one owner and very carefully kept and used; £525.

ALSO 1947 Fleetmaster sedan, R.G.D. radio and heater, finished in two-tone black and silver grey, excellent condition; £365.

SIDFORD CAR SALES, 98-116, Commercial Rd., Southampton. Southampton 25252. [C4096

CHEVROLET 4-dr. saloon de luxe 1951, two colour, immaculate, many extras, Australian visitor returning; £675.—Write first, James, 77, Church Hill, London, E.17. [3879

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Chevrolet buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET distributors, spare parts, cars and trucks.—Green Ace Motors, Ltd., 301, Norwich Rd., Ipswich. Tel. Ipswich 81795. [0801/R

WE specialise on gear boxes, gears, shock absorbers, repairs (guaranteed); seat covers, £7/16; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [S4100

CHEVROLET.—Concessionaires for the United Kingdom, hold good stock of spares, same day service. B. & C. Concessions, Ltd., 13/14, Upper St. Martin's Lane London, W.C.2. Temple Bar 3588. [0677/R

CHRYSLER

1951 Chrysler Windsor de luxe, radio, heater, immaculate; £695.

SCOTTS CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1939 Chrysler Wimbledon for sale, untaxed, uninsured, needs some repairs; best offer.—Box 4199. [3839

1945-6 Chrysler Plymouth 4-door saloon, radio and heater, ex. con.; £275 o.n.o.; H.P. terms.—North 2570. [3653

CHRYSLER Windsor, Sept. '51, 32,000, all extras, one owner, immaculate; £725.—Burges, 41, Devereux Drive, Watford. [3313

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. [0643/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Chrysler buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mai. 5555/2155. [0495/R

CITROEN

JACK BOND offers:—

£325.—1948 Citroen, superb condition throughout.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8530. [C4079

BROWN'S GARAGE (LOUGHTON), Ltd., offer:—

1953 (Oct.) Citroen Light 15 saloon de luxe, black, red interior, reconditioned engine 300 miles only; £495.—Brown's Garage, Ltd., High Rd., Loughton. Tel. Loughton 6262. [C1034

CITROEN Light 15, black, late 1950, one owner, well maintained; offers over £350 considered.—Tel. Tidworth 2191. [4006

C. O. NORMAN & Co., Citroen sole distributors for the County of London; service, spares and replacement units, fully guaranteed, used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

CITROEN

1947 Citroen Light 15 saloon, grey/grey hide interior, taxed, exceptional throughout, £275; consider part exchange.—14, Bulkington Ave., Worthing 1839. [C4021

1953 Citroen Big 15 sports saloon, finished in green with beige upholstery, one owner, low mileage, good condition throughout; £525.—10, Stapleton Ave., Bolton 7160. [4038

165 gns Citroen 12 1938 sports saloon, grey, sliding head, blue leather, very good condition; terms exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4011

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

C.N.K. MOTORS are very good buyers of specimen Citroens; we particularly require several Light 15's, 1952 onwards.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1031

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms, 242-4, Brompton Rd., S.W.3. Ken. 9464.

SPARES and Service: 137/143, High Rd., Chiswick, W.4 (Chis. 6159), and 47, Montrose Place, Halkin St., S.W.1 (Sloane 5490). [0727/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48 hrs.; all spares stocked. [0585/R

DAIMLER

CAR MART, Ltd.

£895.—Daimler 2½-litre Century saloon, heater, registered July, 1954.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

DENHAMS for Daimler.

ALWAYS a selection of new and good used cars available.

DENHAMS GARAGE (ESHER), Ltd. Tel. 2021. Esher, Surrey. [C1100

H. BEART & Co., Ltd., offer:—

1950 (Model) Daimler 2½-litre saloon, finished black with blue upholstery, factory maintained and very clean throughout; £425.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

GUY SALMON AUTOMOBILES offer:—

1955 Daimler Conquest Century saloon, black/red leather, 3,000 miles only, virtually brand new; £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENLYS offer with 4 months' guarantee:

1955 Daimler Century saloon, one owner, black with maroon interior; £1,165.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [4054

CHARLES FOLLETT, Ltd., official Daimler agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

£325.—1946 Daimler 2½-litre, heater, black; terms, exchanges.

£350.—1939 2½-litre Daimler; this machine has had £200 spent on it, overhauled from end to end; terms, exchanges.—Below.

£350.—1940 Daimler 2-door foursome drop head coupe by Salmons; this machine has been reconditioned at cost of £150; terms, exchanges.

£285.—Daimler 4-door sports saloon de luxe model, radio and heater, a really lovely car; terms and exchanges.

THE above carry six months' guarantee.—Wiltshire Bros., 49, Bramley Rd., London, W.10. Ladbroke 4401, after 7.30 p.m. Wembley 1815. Opposite Latimer Road Met. Railway Station. [3919

COMPLETE range of Daimler cars always available for immediate delivery.

STRATSTONE, Ltd., 40, Berkeley St., W.1. [C4022

CASS'S MOTOR MART.—1939 Daimler 18 saloon, black, outstanding condition; £295.

1954 Daimler Conquest, black, red hide, genuine 22,000 miles, unblemished, one owner; £895; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1956 cars.—Spink, Ltd., Daimler Distributors, Bournemouth. Tel. 5405. Spares and service. [2275

1954 (December) Daimler Conquest Century, black, one owner, radio, excellent; £950.—Salmons Garages, Ltd. Temple Bar 3338. [C4029

1952 Daimler special sports Barker drop head coupe, maroon and black with fawn interior; £1,095

PASS & JOYCE, Ltd., 184-188, Great Portland St., London, W.1. Museum 1001. [C3030

DAIMLER.—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 20091. [0667/R

1952 Daimler Consort, in exceptional order throughout; £575.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

A DAIMLER exchange? Ask Ralph Clewes at the Coventry Motor Mart, Ltd., official area dealers for part of Warwickshire.—Write or Tel. Coventry 2146-7. [0444

1935 Daimler Light 15 sports saloon, in very fine condition throughout, good tyres, recent engine overhaul, excellent chrome and cellulose, a genuinely reliable car; £135.—Tel. Dorking 2083. [3850

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

DENHAM'S GARAGE (ESHER), Ltd., offer:—

DAIMLER Conquest Century power operated drop head coupe (June, 1955), immaculate in every detail, low mileage, fitted radio, heater, demisters, etc., £1,225; part exchanges, deferred terms.—High St., Esher, Surrey. Tel. 2021. [C1100/1

LIMOUSINE, 1939, E.L.24, roomy Windover coach-work, partition, face-forward occasionals, private, exceptional: £495.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

DAIMLER 1950 Consort saloon de luxe, black with brown upholstery, one owner, excellent condition, a car of distinction, full equipment, bargain; £450.

ASHMORE'S (AUTO ENG.), Ltd., West Bromwich. Tel. Wes. 0766. [3775

1953 Daimler Conquest saloon, black, one owner and chauffeur driven, low mileage and new condition; £795.—Gordon & Glynn, Sloane 8326. [C2075

1955 model Daimler Conquest saloon, silver and black, radio, heater, 20,000 miles, beautiful condition; £845.—Acres Autos, 136-138, Streatham Hill, London, S.W.2. Tulse Hill 9511. [C1002A

LEX offer a 1955 Daimler Century saloon, finished cream and green with radio and heater; the car has covered less than 10,000 miles and can be described as in new condition throughout; it is owned by one of our directors and may be seen by appointment at any time.

LEX GARAGES, Ltd., Lexington St., W.1. Tel. Gerard 8600. [3955

£955!!! This superb Daimler special sports 3/4-seater must be seen to be appreciated, unmarked bodywork in blue and lavender grey, interior faultless, mechanically outstanding, this vehicle although over 4 years old still looks and runs like a £3,000 vehicle, no finer vehicle exists than this one, you must see it.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

Daimler Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SEVEN-PASSENGER 1947/51 Limousines required, details please:— £

JACK ALPE, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

ALMOST new Daimler required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

XXX Cash immediately for good Daimler.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

WANTED, nearly new Daimler saloon; details and price; distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

A DAIMLER area dealer for a large part of Warwickshire welcomes your enquiries re exchanges for new or used models.—Tel. The Coventry Motor Mart, Ltd., London Rd. Tel. 2146-7. [0445

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [0156/R

ALLEN'S, Victoria Rise, Clapham, S.W.4.—Daimler and Lanchester appointed agents and specialists, for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301/7321. [0236/R

DAIMLER and Lanchester repairs, spares, gear boxes a specialty; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R

DELAHAYE

1949 135M Pennock drop head foursome, Cotal gear box, history known, excellent throughout; £395; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

DE SOTO

AUTOSALES (LONDON), Ltd.

1951 De Soto de luxe saloon, r.h.d., radio, heater, absolutely as new; £925.—Belsize Rd., N.W.6. Maida Vale 5555/2155. [8761

D.K.W.

DKW cars for sale from £100; one 1953 registered cabriolet, nearing completion of major overhaul and rebuild.

B. & M. GARAGES, Ltd., for D.K.W. cars, German D.K.W. spares; terms, exchanges, for new Ford cars.—42a, St. Michael St., Paddington, W.2. Pad. 6877. [0016/R

J. H. BARTLETT.—D.K.W. Sonderklasse saloon, one owner, superb condition; £695.—27, Pembridge Villas, W.11. [C1013

DODGE

1954 Dodge Kingsway saloon, right-hand drive, radio, heater, 19,000 miles, immaculate order; £995.

TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Slo. 5213. [C4056/1

£345.—Dodge 25hp Kingsway Club coupe (hard-top); 10,000 since recon. engine; new X tyres; radio, heater, tartan covers, fluid-drive; very clean; 1947.—Box 4240. [4039

1947 Dodge Custom saloon, fluid drive, radio, heater; £375.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4958. [C4028

DORETTI

£690.—1955 Doretti, one owner, black, heater, overdrive, Michelin X tyres, exceptional condition, taxed.

SPEED MODELS, 54, Warren St., Euston Rd., W.1. Euston 2156-7. After 8 p.m. Livingstone 7777. [3550

£725.—One owner, recorded mileage 9,000 only, B.r.g., carefully maintained.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

FIAT

C. V. RUSHMER AUTOMOBILES, official Fiat agents for new and guarantee used models.

C. V. RUSHMER AUTOMOBILES.—1955 1100 TV, 5,000 miles, one owner, showroom condition; £860.

C. V. RUSHMER AUTOMOBILES.—1955 500C convertible, one owner; £450.—45c, Holland Park Mews, W.11. Park 5731. [C3061

S & S MOTORS.—1937 2-seater cabriolet, reconditioned engine and gear box; £125.

S & S MOTORS.—1939 500cc 2-seater, Fiata head, respraved 2-tone blue, in beautiful condition, 65mph, 50mpg; £265.

S & S MOTORS.—1938 500cc hardtop saloon; bargain; £85.

S & S MOTORS.—1949 1100cc pillarless saloon, small mileage, leather upholstery; £285.

S & S MOTORS.—1952 500C ohv 2-seater, leather upholstery, reconditioned engine, radio; £325.

S & S MOTORS.—1955 600cc, one owner, carefully maintained; £485.

S & S MOTORS.—Specialists in Fiat service, sales and tuning maintenance.—18, Leinster Terrace, W.2. Pad. 6174. [C4090

1951 1400 saloon, right-hand drive; £435.—Mansfield Autos, Ltd., 480, Fitzroy St., London, W.1. Euston 2587. [C3001

FIAT Balilla coupe with streamlined Italian body, registered 1939, 996cc ohv, 4-speed; £70.—Elmbridge 9839 daytime. [4071

1955 Fiat 600, low mileage, specimen car; £499.—London Cars, 592-6, Greenford Rd., Greenford, London. Waxlow 4407. [C2057

FOR a good used Fiat, specialized tuning and spares, try Walker & Ward, Ltd., Fiat Distributors, Warwick Place, Cheltenham. Tel. 3814-6. [9040

Fiat Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FIAT 1900 or 1900A, low mileage, wanted; private buyer, consider Borgward 2400.—Box 4202. [3842

LOW mileage 600 wanted privately for cash.—52, Gipsy Lane, Irchester, Northants. [3848

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiat.—Balderton St., W.1. Mayfair 3104-5. [0695/R

Fiat Spares and Service

S. & S. MOTORS invite all clients to visit our new stores; London's largest Fiat stockists, at 18, Leinster Terr., W.2. Pad. 6174. [0145/R

FIAT genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. [0909/R

FORD ANGLIA

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1954 Anglia saloon, black with red upholstery, heater, wing mirrors, low mileage, excellent condition; £495; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

A1 at Brown's.

1953 Ford Anglia saloon, as per "Autocar" Used Cars on the Road Test, 24th August issue; choice of others.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

J. DAVY, Ford dealer.

1955 Anglia, one owner, 13,800 miles, radio, screen washers, heater, export specification; £485.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

PERRY'S OF HARROW.

HAVE an excellent choice of post-war 8hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0099/R

BROADWAY MOTORS, Hounslow, offer:—

£499!!—1956 Anglia utility, similar to Escort, duotone, only 2,000 miles, as new.—Hanworth Rd., Hounslow, Middx. Hon. 0175/9309. [C1113

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of A1 Ford Anglias always available; 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066

1953 Ford Anglia, Bristol, fawn, one owner, excellent condition; £310.—Tel. Woking 879. [3987

1953 Ford Anglia, black, fitting new engine; £325.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1951 (Oct.) Ford Anglia 10hp, export model, r.h.d., black, immaculate; £275; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1956 (January) Ford Anglia de luxe saloon, in grey, genuine 12,000 miles, as new; £525; terms, exchanges.—Gibsons Sports Cars (Christchurch), Hants. Tel. Highcliffe 2275. [C2109

SPECIAL 80mph Anglia, 1955, black, small mileage, although hotted up is most tractable and in perfect condition; £495.—Halfway, Coombe Lane, Kingston. Mal. 5066. [3994

1954 Anglia, modern type saloon, fitted heater, one owner, guaranteed; £445, exchange and terms.—Palmers, 5, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034

PRIDE & CLARKE.—1956 Ford Anglia saloon, 7,000 miles, £519; 1955, low mileage, heater, from £489; 1953, £339; 1951, £309; 1947, £199.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

195gns.—Ford Anglia, November 1948, saloon, black/green, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

FORD ANGLIA

1953 Ford Anglia saloon, fawn, exceptional condition; £325.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

Ford Anglia Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Anglia cars.—Used Car Dept., Hyde Park 4070. [W1066

ALMOST new Anglia required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Ford Anglia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD POPULAR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1954 Ford Popular saloon, black with red upholstery, many extras, mileage 9,000 only, one owner, excellent condition; £335.

1955 Popular saloon, green with beige upholstery, very good condition; £345; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of A1 Ford Popular cars always available; 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066

HENLYS offer with 4 months' guarantee:—

1955 Ford Popular saloon, trafficators, one owner, grey with blue interior; £365.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [4053

1954 Ford Popular saloon, fawn, with red upholstery, very good car; £350.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

1954 Ford Popular saloon, black, with red upholstery, very good condition; £350.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094/1

1954 Ford Popular saloon, fawn, very clean; £325.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1956 (March) Popular, fawn/red, modified suspension, covers, lamp, etc., spotless; £330.—Walton-on-Thames 2534. [3808

1953 (Nov.) Ford Popular, immaculate, 12,000 miles, one owner; £315.—Private, 11, Beacon Avenue, Dunstable, Beds. [3856

1955 Ford Popular, black, one owner, excellent condition; £345.—Maida Vale 4801-2-3 after 6.30 p.m. Primrose 4569. [3948

1954 Ford Popular, one owner, excellent condition; £295.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [3581

PRIDE & CLARKE.—1955 Ford Popular saloon, low mileage, heater, £349; 1954, low mileage, from £299.—237, Brixton Hill, S.W.2. Tul. 3664-5. [C3068

Ford Popular Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Popular cars.—Used Car Dept., Hyde Park 4070. [W1066

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Popular.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD TEN

SPECIAL offer to enthusiast.—Ford 1955 10hp special, alloy head, twin carbs., etc., fitted Redford coach-built coupe 3-seater body, a 100% attractive car, must really be seen to be appreciated, cost over £650; £350, deposit £175, balance 24 months; excellent allowance on your present car or motor cycle.—Call, write or tel. 41181. Dawsons Motors, Shakespeare St., Nottingham. [3824

Ford Ten Cars Wanted

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD PREFECT

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

TEL. Harrow 4282/9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

PHILIP RICKARDS, Ltd., offer:—

1955 Ford Prefect saloon, Dorchester grey/red, heater, 12,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. [C3051

BROADWAY MOTORS, Hounslow, offer:—

£499!!!—1955 Prefect saloon, black; also similar in beige, only 9,000 miles, fitted heater, £525.—Hanworth Rd. Hounslow, Middx. Hou. 0175/9309. [C1113

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of A1 Ford Prefects always available; 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066

1955 Model Prefect heater, in very good condition; £495.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1956 Ford Prefect de luxe saloon, heater; list £644.

RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1948 Ford Prefect saloon, 4-door, excellent condition; £255.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad 3440. [C3050

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD PREFECT

£279!!!—1948 Ford Prefect saloon, leather upholstery, excellent coachwork.—LAMBS OF WOOD GREEN (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1955 Ford Prefect, extras; £565.

1946 Ford Prefect; £225.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1955 Ford Prefect saloon, ivory with red interior, heater fitted, low mileage; £350.

1955 Ford Prefect saloon, heater, black with red interior, perfectly kept, low mileage; £550.

1955 Ford Prefect saloon, Dorcester grey with red interior, heater fitted, 14,000 miles; £535.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1956 Prefect, 238 miles, heater, mirrors, cost £625; bargain £595.—Col. 3445. [3996

1956 Ford Prefect de luxe, very low mileage; £595.—Jennings, Richmond, (Surrey) 3368. [C3103/1

1954 (Dec.) Ford Prefect saloon, blue, heater, screen washers; £545.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

PREFECT 1954, beige, heater, washers, loose covers, sun visor; £490; private.—Day, Chancery 5448, evenings Mount View 8561. [3938

1955 (September) Prefect saloon, black, old leather, heater, extras, 4,000 miles, as new; £565.—Robbins, East Putney. Tel. 7881. [C3010

1956 Ford Prefect saloon, guaranteed mileage under 3,000, grey, heater, taxed; £585.—Stearns & Co. (Car Sales), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. [C4093

1952 Ford Prefect, new tyres, battery, taxed, condition as new, small mileage; £335; h.p. terms and exchanges.—E.R.C. Services, 5, Summerland Gdns., Muswell Hill, N.10. Tudor 8073. Fitzroy 0293. [C2095

£325.—Ford Prefect saloon, 1950, superb example, 4-door, careful owner, small mileage, extras, choice 2, we welcome A.A. or R.A.C. exams., money back exchanges, h.p., etc.—Benmotors, 1, Clarendon Rd., W.11 (50 yards Holland Park Tube). Park 5066-7. [C1017

Ford Prefect Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Prefect cars.—Used Car Dept., Hyde Park 4070. [W1066

ALMOST new Prefect required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

W

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1954 (December) Consul saloon, grey with red leather upholstery, heater, radio, fog lamp, moderate mileage, excellent condition; £550; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

A1 at BROWN'S.

1954 model Ford Consul saloon, Dorchester grey and red interior, heater, taxed year, beautifully kept, practically unmarked, in magnificent condition throughout; £525.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

CAR MART, Ltd.

£650.—Ford Consul saloon, heater, first registered April, 1956.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

ELM AUTOSALES offer:—

1954 (October) Consul convertible, one owner, very low mileage, Dorchester grey, with red leather interior fitted heater, definitely as new, spotless condition; £615

ELM AUTOSALES, 68, Hertfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

RAYMOND WAY OF KILBURN.

1955 Ford Consul, in Canterbury green, capital magnificent specimen, mileage under 5,000, extras including radio, sunvisor, twin wing mirrors, spot lamp, etc., to see is to purchase; 629gns.

OPEN 9 a.m. to 8 p.m., 6 days a week.—Maida Vale 6044. [C4047

PHILIP RICKARDS, Ltd., offer:—

1956 Ford Consul Mk. II Convertible, Warwick green with fawn hood, fitted heater, works mileage, part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. [C3051

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1955 Ford Consul, black, leather, heater; £575.

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). [3572

DAGENHAM MOTORS Ltd., Ford main dealer.

A FINE selection of A1 Ford Consuls always available; 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066

1954 Ford Consul saloon, one owner, very well kept; £520.

TAYLOR & CRAWLEY, 33, Grosvenor Orescent Mews, Hyde Park Corner. Tel. Slo. 5213. [C4036

1956 Ford Consul Mk. II, Carlisle blue, heater; list £795.

RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1954 Ford Consul saloon, grey, heater; £485.—Vandervells, 213, Haverstock Hill, N.W.3. Primrose 4441 [C4067

FORD CONSUL

1952 Ford Consul, peacock blue, fitted heater, new engine; £420.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. Tel. North 4441. [C1036

1953 Ford Consul saloon, splendid condition, leather and heater; £475.

1955 Ford Consul saloon, only one owner and 6,000 miles genuine, this car in most perfect condition with leather upholstery, heater and overriders; £595.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1953 Ford Consul; £495.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1956 latest Consul Mk. II, leather upholstery and heater, 3,000 miles, as new, taxed year; £825.

SIDFORD CAR SALES, 98-116, Commercial Rd., Southampton. Southampton 25252. [C4096

1956 Ford Consul saloon, black, extras; £645.—Odeon Motors, Ltd., Barnet 1144. [C3028

1955 (Aug.) Ford Consul saloon, Dorchester grey, leather, heater, one owner, 1,900 miles, faultless condition; £625.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. [C3050

1955 (Model) Ford Consul, black fitted seat covers, wing mirrors, winkers, etc., low mileage, immaculate; £595

McLAREN & COX, Ltd 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6307-8. [C3083

1956 Ford Consul, 4,000 miles only, as new; £665.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-7-8. [C1121

1955 Ford Consul drophead, very low mileage, heater, leather, in excellent condition throughout; £695.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1955 Ford Consul, green, heater, radio, washers, flashers, twin Windtones, excellent condition; £610.—Mac. 8491 or Bat. 1335. [3440

1956 Ford Consul, black, heater, seat covers, taxed, 5,000 miles only; £660.—Maida Vale 4801-2-3 after 6.30 p.m. Primrose 4569. [3947

1953 (August) Ford Consul saloon, Dorchester grey/red, heater, all good tyres, one owner, taxed year, in nice order throughout; £460.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1107

1956 Ford Consul saloons, latest types, choice of colour; exchanges welcomed.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

MARK II Consul, late 1956, magnificent example, few months old and little more than just run in, leather and overriders; £785 secures.—Below:—

£639!!!—1956 series Consul saloon, 6,000 miles.—Below.

£539!!!—1954/5 Consul saloon, unblemished condition, original throughout.

LAMBS OF WOOD GREEN (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222 [C2052

1953 (Nov.) Ford Consul, cream/red leather, heater, one owner, 24,000 miles, exceptional; £525.—Salmons Garages, Ltd., Temple Bar 3338. [C4029

PRIDE & CLARKE.—1955 Ford Consul saloon, low mileage, heater, £599; 1954, low mileage, heater, £519; 1953, heater, £469.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

DEC., 1955, Ford Consul, this car is a superb example of fastidious ownership and can only be described as new, the many extras include radio, loose covers, etc.: £635.

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227/8. [C3099

1954 Consul, grey, heater, leather, low mileage, one owner, taxed, new battery, brakes, unused spare, absolutely spotless; £539.—Hendley, 86, Tolworth Rise, Surbiton. Der. 3623. Evenings. [3933

1954 Ford Consul, fawn with red interior, one owner, 19,000 miles, fitted heater, taxed to end of year: £545.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 2233. [C4094

1955 model Ford Consul saloon, green, fawn leather, radio, heater, overdrive, special exhaust and many extras, unique car; £615.—Hillwood Motors, Mill Hill (London) 4232. [C2108

1955 Consul saloon, fitted heater, one owner, guaranteed, £550; also '54 saloon, £485; exchange and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1953 Ford Consul saloon, black, leather, heater, exceptional; £465; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

CONVERTIBLE, 1955, 11,000 miles, one owner, screen washers, radio, heater, loose covers, clock, wing mirrors, pale blue; £695.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841-2. [C2073

525gns.—Ford Consul, October 1954, saloon, heater, overriders, wing mirrors, loose covers, small mileage; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Consul Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Consul cars.—Used Car Dept., Hyde Park 4070. [W1066

CONSUL convertible wanted for cash.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ALMOST new Consul required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

Ford Consul Cars Wanted

FORD Consul buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018

FORD ZEPHYR

W

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1954 Zephyr Six saloon, blue with blue upholstery, heater, mileage 8,000 only, one owner, excellent condition; £565; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

SLOCOMBES, Ltd.

1953 Zephyr r.h.d. export model, green/beige interior, first registered 1955, fitted heater in fine condition throughout; £465, guarantee, part exchanges.—Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

GUY SALMON AUTOMOBILES offer:

1955 Ford Zephyr saloon, radio and heater, one owner, low mileage, extremely well maintained; £585.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of A1 Ford Zephyrs always available; 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066

1953 Zephyr, 19,000, many extras; £450.—Riv. 4364. [3811

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1955 Ford Zephyr convertible, finished d/grey, red leather, red power-operated hood, heater and many extras, immaculate condition; £725. [C1001

1955 Ford Zephyr convertible, power operated, heater, 8,000 miles; £750.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 6151. [C2110

1955 Ford Zephyr saloon, several extras, one very careful owner, negligible mileage, an absolute bargain at £595.—Jennings, Richmond 3368. [C3103

1956 (March) Ford Zephyr, ivory, leather, heater and window washers, 2,000 miles, like new, £875; similar one in green, £865.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Tel. Euston 7811. [C4011

ARCHIE SIMONS & Co., Ltd.—1955 Ford Zephyr saloon, colour beige, red upholstery, fitted heater and radio, one owner since new, 10,000 miles only, a specimen model of this very popular car; £625.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

1955 (April) Ford Zephyr saloon, Bristol fawn, red interior, overdrive, Michelin X tyres, one owner, exceptional condition; £585; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

!!! 14,000 miles guaranteed, Zephyr saloon, one owner, leather, heater, most exemplary condition, faultlessly maintained, super bargain; 525 guineas; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [4057

1955 Zephyr saloon, fitted radio, heater, screen washers, driving mirrors, overriders, loose covers, 11,000 miles, one owner, guaranteed; £585; exchange and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034

Ford Zephyr Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Zephyr cars.—Used Car Dept., Hyde Park 4070. [W1066

ALMOST new Zephyr required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD ZODIAC

CAR MART, Ltd.

£575.—Ford Zodiac saloon, heater, first registered December, 1954.

CAR MART, Ltd., 362, Streatham High Rd., S.W.16. Streatham 0054. [C1039

J. DAVY, Ford dealer.

1955 (June) Zodiac, one owner, 11,300 miles, excellent condition throughout; £625.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

H. BEART & Co., Ltd., offer:—

1955 Ford Zodiac saloon, a superb low-mileage car, virtually as new; £645.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3348. [C1081

WOOD & LAMBERT, Ltd., main dealers.

1955 (July) Zodiac, grey/blue, 10,000 miles only; £615.

1954 Zodiac, grey/green, radio, most attractive; £580.

49, Stamford Hill, N.16. (Sta. 3434.) [C4093

HENLYS offer with 4 months' guarantee:—

1955 Ford Zodiac saloon, Whitewall tyres, wheel trims, fog and spot lamps, one owner, grey and blue with matching interior; £695.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [4051

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of A1 Ford Zodiacs always available; 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066

CLARKE & SIMPSON, Ltd., Ford Retail Dealers, offer:—

1956 (March) Zodiac, overdrive Mark I, fawn and Dorchester grey, 8,000 miles only, virtually a new car; £775.

49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZODIAC

1955 Zodiac saloon, one owner, low mileage, most exceptional condition; £695.
COLIN HAINES, Ltd., 328, Holdenhurst Rd., Bournemouth. Tel. Boscombe 36946. [C2105

1956 Ford Zodiac Mk. II saloon, 2,500 miles, Ripco condition; £975.
RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

ZODIAC, '55, grey and fawn, overdrive, one owner, 17,000 miles; £640 o.n.o.—Tel. Wallington 5876. [3871

1956 Zodiac Mark II saloon, radio, 3,000 miles only, as new; £1,000.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006/1

1956 Zodiac Mark II, 7 weeks old, fitted overdrive, radio and all extras; £925; exchanges or terms welcomed.—Saunders Abbott & Co., 1, Wickham Rd., Beckenham. Tel. 1930. [3929

Ford Zodiac Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Zodiac cars.—Used Car Dept., Hyde Park 4070. [W1066

FORD (V.8)

£325!!!—1951 one-owner Pilot, exceptional condition.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1948 Ford V8, good condition, heater, bargain; £265.—Cavendish Motors, Cavendish Rd., N.W.6. Wil. 0046. [C1121

1948 black saloon, recently rebored and in first-class condition; £275; terms; exchanges.—Chelsea Cars, 363, Fulham Rd., Chelsea, S.W.10. Flaxman 2661. [C1115

PILOT 1950, black/brown leather, radio and heater, a beautifully maintained vehicle; £265; terms, exchanges.—Mornington Motors, 41/47, High St., N.W.1. Euston 6656. [3921

225 gns.—Ford V8 Pilot, September 1949, saloon, black, brown leather, heater, good condition, choice of three; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Pilot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CUSTOMS

B. J. HUNTER, Ltd., offer:—

1951 Ford Customs super de luxe saloon, very reliable and attractive car, cost £2,000; unrepeatable at £550.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1949 Ford Customs sedan, radio and heater, excellent; £425.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

FORD MERCURY

£325!—1948 Mercury, r.h.d., one owner, original condition.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

AMERICAN FORD

SIMPSON'S offer:—

NEW unregistered 1956 (r.h.d.) Ford Fairlane Ford-o-matic drive, r. & h., signals, white side wall tyres.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd. Wembley 8691/3903. [C4015

1954 Ford Customline ohv V8, radio, heater, whitewalls.—Phillips, 55, Sprotborough Rd., Doncaster. Tel. 65979. [3802

RHD 1953 Ford station wagon, radio, heater, new tyres, low mileage; £995.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [0749/R

FORD MISCELLANEOUS

CHARLES FOLLETT, Ltd., official Ford agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

UTILITY—FORD OR OTHER BODIES

1949 Ford 10 estate 7-seater with fold flat seats, original, good; £250.—Harrison, Four Season's Garage, 601-609, Kings Rd., S.W.6. Renown 4492. [C3059

1952 Ford 10 Martin Walter Utilecon, good order throughout, £265; also 1951 Ford 8 utility, good, £165; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059/1

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0228

ALLAN TAYLOR (MOTORS), Ltd

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 7222 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6633), main Ford dealers, service and all spares. [0093/R

WE have one of the biggest stocks of EnPo spares in the country from model A, V8, W.D. types and tractor to the current models; Ford reconditioned engines, EnPo accessories, etc.
W. J. REYNOLDS (MOTORS), Ltd., Main Ford Dealers, Ford House, New Rd., Dagenham, Rainham 770 (9 lines); and 66, High St., North, East Ham, E.6. Grangewood 1136 (5 lines). [0786/R

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

1936 F.N.-B.M.W. cabriolet 4-str. 12hp, excellent original condition.—6 Acre Lane, Carshalton, Surrey. [3985

J. H. BARTLETT.—Frazer Nash-B.M.W. 327/55 drop head coupe, exceptional condition, £350; Frazer Nash 321 drop head 4-seater, reconditioned, £195.—27, Pembridge Villas, W.11. [C1013

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

B. J. HUNTER, Ltd., offer:—

1949 Healey Silverstone sports 2-seater, recent overhaul; £475.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

RICHARDS & CARR, Ltd., are always best value.

1952 Healey Alvis 3-litre 3-seater convertible, radio, heater, one owner, 24,700 miles, £745.

1952 F type Tickford saloon, one owner, 36,000 miles, many extras, superb; £685.

1949 Estate car, outstandingly good, genuine bargain; £245.—35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

HEALEY Silverstone, red, excellent condition, modified engine, hard top.—Bartram, Barbican Rd., York. Tel. 24608. [3856

HEALEY foursome drop-head Abbott body, beautiful grey specimen, cost £2,500, radio, red interior, 1952, Riley 2½-litre engine, excellent throughout, demonstrate anywhere; £625; terms, exchanges.—Lenzini, 168, Penistone Rd., Sheffield. Tel. 43902. [3789

395 gns.—Healey 1950 2½-litre sports 4-seater, leather, radio, heater, concealed hood, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 (July) Healey F-type Abbot drop head foursome coupe, one owner, moderate mileage, as brand new, written guarantee; £785.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Tel. Euston 7811. [C4011

Healey Cars Wanted

RICHARDS & CARR, Ltd., buy Healeys.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

XXX Cash immediately for good Healey.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

HILLMAN

ROOTES

HAVE available a range of Hillman cars of very low mileage.
DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0108/R

DICKS.

1950 Hillman Minx utility, very fine car; £395.
DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Gladstone 6304. [C1072

L. F. DOVE offer:—

1951 Hillman Minx saloon, recon. engine 8,000 miles, one owner; £375.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1955 model Californian Mark VIII, one owner, 8,000 miles, fitted heater, overriders, wing mirrors, absolutely immaculate, taxed; £630.

1955 one owner de luxe saloon, blue, heater, taxed; £580. — Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

H. BEART & Co., Ltd., offer:—

1954 Hillman Minx convertible, in superb condition throughout; £495.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

H. A. SAUNDERS, Ltd., offer:—

1955 Minx, black, brown upholstery, heater, recorded mileage 9,000; £610.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

WARWICK WRIGHT, Ltd., offer:—

1955-6 Hillman Minx Mark VIII saloons, all standard colours, low mileage; from £565.

1955 Hillman Mark VIII Californian, ivory and red, red upholstery, heater, 6,000 miles; £695.

1955 Hillman Mark VIII Californian, red and black, red upholstery, heater, 15,000 miles; £675.

1956 Hillman Minx Series I saloon, l.h.d., blue and grey, blue upholstery, 5,000 miles; £715.

1956 Hillman Estate car, grey, red upholstery, heater, 5,000 miles; £725.

1953 Hillman Mark VI Californian, ivory and black, red upholstery, radio and heater, 6,000 miles; £565.

1956 Hillman Minx Series I convertible, l.h.d., green, green upholstery, 7,000 miles; £765.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1953 Hillman Minx drop head, new hood, in excellent condition throughout; £479.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1955 (June) Hillman de luxe saloon, light fawn, heater, loose covers, spotlight, overriders, screen washer, 18,000 miles only; in absolutely immaculate condition, taxed year; £595.
R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

HILLMAN

GUY SALMON AUTOMOBILES offer:—

1956 (July) Hillman Minx de luxe saloon, grey and yellow/red leather, 3,000 miles, one owner, fitted radio, heater, whitewall tubeless tyres, overriders, twin wing mirrors; £795.

1955 Hillman Minx Californian 2-door saloon, ivory/red leather, 17,000 miles, radio and heater; £595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENLYS offer with 4 months' guarantee:—

1955 Hillman Minx saloon, one owner, black with tan interior; £645.
HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0081. [4047

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Hillman Minx drop head coupe, grey with red upholstery, fitted heater, new hood, one owner from new; £445.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1955 Hillman Minx Mark VIII saloon, grey, 12,000 miles only; £625.

1955 Hillman Californian, blue and magnolia, numerous extras, 17,000 miles only, immaculate; £645.

1954 Hillman Minx convertible, blue, heater, low mileage; £945.
PHŒNIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 0161. [C3044

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:

1955 (October) Hillman Minx de luxe Gay Look saloon in thistly grey and corinth blue with blue grey/dark blue upholstery and equipped with heater, trim rings, overriders and wing mirrors, absolutely like new, fully guaranteed, 4,500 miles only.
LEONARD WILLIAMS (DISTRIBUTORS), Ltd., 10, Albemarle St., W.1. [3914

1955 Hillman convertible, unparalleled cond.; £650.—Below.

1947 Hillman 10, very neat, splendid runner; £270.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

1954 Hillman Minx drop head foursome, 23,000 miles, one owner; £545.
TAYLOR & CRAWLEY, 53, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Slo. 5213. [C4036

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 Hillman estate car, radio; £250.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

JUNE, '56 (latest type) Minx de luxe, mileage 1,200; £740.—Tel. Southampton 68853. [3901

1953 Hillman Minx saloon, one owner; £469.—Jennings, Richmond (Surrey) 3368. [C3103

1955 Hillman Minx special saloon, black; £525.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

HILLMAN 1954 Minx saloon, Mark VII, heater, whitewall tyres, taxed one owner; £515.—Below.

1955 Minx saloon, Mark VIII heater, whitewall tyres, taxed; £550.—Hounslow 2151. [3589

1952 (Sept.) Minx convertible, blue, 30,000, excellent condition; £415.—James, 312, Birchfield Rd., Redditch. [3803

1953 (October) Hillman Californian, maroon and cream, heater, undersealed, o'riders, perfect; £510.—Wallington 2458. [4008

1954 Hillman Minx, heater, one owner, immaculate car; £485.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068

1947 Minx drop head coupe, radio, guaranteed; £225; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1956 Hillman Minx saloon, latest type, new, registered; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1956 new look Hillman Minx, just run in, one month old.—Self's Garage, Great Yarmouth 2379. [3999

1946 Hillman Minx drop head coupe, excellent mechanical order; £255.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [C4059

1955 Minx de luxe ohv, 11,600 miles, excellent; £555; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1956 (June) 5,000 miles Hillman Californian, as new, taxed year; £675.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow. Potter Street 121. [C3038

£365.—1949-50 Hillman Minx saloon, radio, heater, sun visor, taxed year, excellent condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1954 (July) Hillman Minx saloon, low mileage; £425; exchange and terms.—Palmers, 3 Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034

1500 miles only, 1956 (April) Hillman Minx de luxe saloon, green/beige, heater, screen-washers, one owner, taxed year, absolutely as new; £710.
ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107

£485.—1953 Hillman Minx, Bristol fawn, 12,000 recorded miles, absolutely as new.—Haverstock Garage 50, Haverstock Hill, N.W.3. Gulliver 2422 [C2093

1955 Hillman Minx de luxe saloon, H.M.V. radio, heater, wing mirrors, overriders, immaculate; £645.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

1952 Hillman Minx convertible, green, fawn upholstery, one owner, radio and heater, fine all-weather car, new hood, tip-top condition; £495.—Hillwood Motors, Mill Hill (London) 4232. [C2108

1955 (June) Hillman Minx saloon de luxe, Mark VIII, ohv, black, red interior, extras, genuine mileage 6,000 only, taxed Dec., one private owner, supplied and serviced by us from new, beautiful condition, a specimen car; £595; 3 months' guarantee.
McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN

1946 Minx saloon, grey, radio, new tyres and roof rack, one owner, supplied and maintained by us, immaculate condition; £275.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

HILLMAN HUSKY

CAR MART, Ltd.

£500—Hillman Husky, heater, one owner, registered October, 1955.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

L. F. DOVE offer:—

1954 Hillman Husky, beige, heater; £475.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

G. S. HALL offer:—

£495—Husky utility, grey, only 9,000 miles, superb, only-one-owner order throughout.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100

J. DAVY, Rootes dealer.

1955 Hillman Husky, one owner, 6,000 miles, heater; £495.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

WARWICK WRIGHT, Ltd., offer:—

1955 (October) Hillman Husky double duty, green and grey, green upholstery, 5,000 miles; £575; also in other standard colours, low mileages.

WARWICK WRIGHT Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1955 model Hillman Husky, green, 14,000 miles, only £495.

PHŒNIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 0161. [C3044

QUINTONS CARS SALES, 37/39, Lewisham Way, New Cross, S.E.14.

1955 Hillman Husky, 14,000 miles, green, heater, spare unused, as new; terms; £480.—Quintons, Tideway 4243. [3968

1955 Hillman Husky, one owner, grey; £450.—Esher 2255. [C4066

HILLMAN Husky 1955, 15,000 miles, with fitted heater, etc.; £450.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Tel. Biddulph 3174. [3865

ARCHIE SIMONS & Co., Ltd.—1955 Hillman Husky, colour grey, nominal mileage, a really exceptional vehicle; £515.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

1955 (June) Husky, one owner, unmarked, exceptional condition, undersealed, heater, Fram filter, mirrors, floor lino, taxed; £485; A.A. inspection welcome!; terms, exchanges.—T. & F. 10, Winchester Mews, N.W.3. Pri. 6159. [3512

Hillman Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Hillman required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

XXX Cash immediately for good Hillman.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0227

WE specialize on gear boxes, gears, shock absorbers, regalrs (guaranteed), 1936 onwards; seat covers, £3/10.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2647. [84100

MODERN SERVICES GARAGE, Wimbledon (Rootes main dealers); speedy service on all Hillmans, Humber and Sunbeam-Talbot spares and accessories. —Wim. 5155 [0003/R

H.R.G.

GE 1948 1,496cc H.R.G. aerodynamic hard top 2-seater coupe with swept tail incorporating spacious luggage compartment, British racing green, chromium, beige leather, equipped close ratio gear box, twin Amal racing carburettors, revolution counter, modified rear suspension, knock-on wire wheels, screen washers, sealed beam head lights, etc., tremendously fast yet most economical, written guarantee; 298gns; hire purchase, exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C3000

1946 1100, green, excellent condition; £300.—Cobham (Surrey) 2155. [3983

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

HUDSON Commodore, registered September, 1953, fitted with free wheel and overdrive, H.M.V. radio with speakers front and rear, finished in duo-green, leopard skin loose covers; £695.

COX'S MOTORS, Ltd., 11-15, Conduit St., Leicester. Tel. 60319 and 20023. [C1059

1939 Hudson 16.9hp, new tyres, dynamo, battery, king pins, body respraved, thorough engine overhaul, real bargain; £175.—Tel. Hayes 2294 after 7 p.m. [3932

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

Hudson Spares and Service

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars, spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R

HUMBER

ROOTES

HAVE available a range of Humber cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0106/R

BENTALLS, Ltd.

1952 Humber Hawk, black, red upholstery, heater; £455.—Kingston-on-Thames, Kingston 1001. [C1095

A1 at Brown's.

1955 (June) Humber Hawk saloon, overdrive, finished in grey and red interior, 6,000 miles only, beautifully kept by one careful owner, indistinguishable from new, cost over £1,100; our price £795.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

JACK ALPE LIMOUSINES.

LIMOUSINE, 1949, Pullman, Mark II, heater, radio, cloth, chromium waist moulding, excellent throughout; £695.

LIMOUSINE, 1951, Mark III, partition, leather throughout, one owner, heater, excellent, £845; also 1951 Pullman in cloth, private, black; £895.

SEVEN-PASSENGER 1952 Imperial dark leather saloon, heater, radio, one private owner, moderate mileage; £895.

LIMOUSINE, 1952, Pullman, Mark III, genuine 22,000, titled owner, many extras, outstanding specimen, £1,195; selection 1952 limousines in leather from £955.

LIMOUSINE, 1953, Pullman, Mark IV, o.h.v. engine, private owner, electric division, heater, radio, small mileage, immaculate, black; £1,425.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

WARWICK WRIGHT, Ltd., offer:—

1955 Humber Super Snipe touring limousine, black, fawn upholstery, radio and heater, 2,000 miles; £1,050.

1956 Humber Hawk overdrive saloon, grey, red upholstery, radio and heater, 9,000 miles; £875.

1955 Humber Super Snipe overdrive saloon, grey and black, red upholstery, heater, 7,000 miles; £1,025.

1953 (December) Humber Pullman limousine, black, radio and heater, 28,000 miles; £1,695.

1954 Humber Super Snipe touring limousine, black, red upholstery, heater, 5,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [C4045

HENLYS offer with 4 months' guarantee:—

1955 Humber Hawk saloon, heater, wing mirrors, black with red interior; £775.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [4052

PHŒNIX MOTOR Co. (Surrey), Ltd., offer:—

1955 Humber Hawk saloon with overdrive, fitted heater, windscreen wash, loose covers, wing mirror, one owner; £750.

1952 Humber Hawk saloon, black, radio; £450.

PHŒNIX MOTOR Co. (Surrey), Ltd., Sutton Surrey. Vigilant 0161. [C3044

COOMBS & SONS (GUILDFORD), Ltd., offer:—

HUMBER Hawk saloon, colour bronze with hide upholst., 1952-3 model, moderate mlge., excellent condition; £550.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford. Guildford 62907. [C1057

1952 Super Snipe, immac., 27,000; £330.—Riv. 4364. [3812

1956 (July) Super Snipe saloon, overdrive, heater, 1,000 miles; £1,275.—Hou. 2151. [4075

1953 Humber Super Snipe, heater, radio, in superb condition throughout; £585.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

HUMBER S/S, 1949, excellent condition, overhauled, new light grey; £285.—Seven Kings 5572. [3869

HEARSES brochures available deck or bearer, on the 27hp chassis, inspection invited.

ALPE AND SAUNDERS (COACHBUILDERS), LTD. Station Approach, Kew Gardens, Richmond 1161. [C1102

1951 Humber Hawk, in exceptional condition throughout, heater; £435.—Cavendish Motors, Cavendish Rd., Willesden 0046-7-8. [C1121

1954 ohv Hawk, overdrive, immaculate; £675.—Sargeant & Collins, Bickley Rd., Bromley. Imperial 2242. [3976

A & S LTD. Humber Pullman and Imperial seven passenger cars. See under Limousines column for large selection.

ALPE & SAUNDERS, LTD. (Limousines Purchased). Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [C1006

1955 (November) Hawk saloon, grey, as new, heater, wireless, fog light, 20,000 miles only; £825.—Orme, 108, The Avenue, Sunbury-on-Thames. [3859

1951 model Humber Hawk de luxe saloon, black, red leather, radio, heater, town and country tyres in superb condition; £445.—Hillwood Motors, Mill Hill (London) 4232. [C2108

1955 Super Snipe, maroon with beige upholstery, fitted radio, 14,000 miles, excellent condition; £925.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082

HUMBER

1953 Humber Super Snipe saloon, black/maroon, heater, radio; £675.—Brooklands, 103, New Bond St., London, W.1. Showrooms open until 7 p.m., Saturdays 6 p.m. [C1029

£325!!!—Humber Super Snipe 1950 Mark II series, new-look, special touring limousine, equipped with electrically operated division, finished black with brown hide interior, very good condition all round.

£345!!!—Humber Super Snipe saloon Mark III series 1951, black, beige leather interior, Regency tailored seat covers, heater and screenwashers, one private owner, chauffeur driven and maintained, exceptional order.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1055/1

HUMBER Pullman limousine, 1952, black, 22,000 miles, one owner, fitted radio, heater, unmarked and as new throughout, any inspection or trial; terms, exchanges.

NEWCASTLE (STAFFS) MOTOR Co., Ltd., Brunswick St., Newcastle, Staffs. Tel 64791-5. [3625

1948 Humber Hawk, one fastidious owner, practically whole life, excellent cond.; £350.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

1954 (July) Humber Super Snipe, radio, heater, all extras, black with red upholstery, a really magnificent car, cost £1,500; will accept £765. —Tel. Grangewood 0027. [3302

1955 Humber Super Snipe saloon, one owner, 15,000 miles, radio, heater, etc., choice of two; £795. —Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050

CAMDEN MOTORS, Ltd., offer the following Humber Pullmans from our stock of 60 limousines, all with a special 6 months' written guarantee. Write or 'phone for illustrated brochure and price lists:

1954 Humber Pullman limousine Mark IV series, ohv engine, 14,100 miles, this is the genuine total mileage of what must be the finest Mark IV Pullman in the country, a one-owner car, taxed and used privately, fitted heater, windscreen washers, very latest type H.M.V. radio with arm-rest control and twin speakers, the whole car is literally without fault; £1,795.

1954 (July) Humber Pullman limousine Mark IV series, in leather throughout, ohv engine as above, another one-owner car, taxed and used privately, immaculate condition; £1,695.

1953 Humber Pullman limousine Mark IV series, ohv engine, standard type upholstery, leather front, West of England cloth rear, heater and radio, privately used, moderate mileage, new Fort Dunlop tyres and tubes; £1,575.

1953 Humber Pullman limousine Mark III series, with electric division, heater and radio, Regency tailored seat covers in front and rear compartments including occasionals, Nu-way protective mats, intercom., chauffeur driven and serviced and maintained throughout by Humber distributors for its one exacting owner; £1,145.

1952 Humber Pullman limousine Mark III series, late registration, leather front and rear, windscreen washers, heater, recently fully overhauled and fitted all new tyres; £1,045.

1952 Humber Pullman limousine Mark III series, one owner, taxed and used privately, entirely original condition throughout and in splendid mechanical order, full history available; £995.

1948 Humber Pullman limousine, post-war razor-edge series, taxed privately since new, only one change of owner, tip-top condition both bodily and mechanically; £495.

1946 Humber Pullman limousine, similar razor-edge series to above, black, tan leather upholstery front and rear, sound condition throughout; £295.

1954 registration Humber Pullman limousine, ex-Ministry series, razor-edge bodywork, fitted reconditioned engine and recellulosed just over 12 months ago, a very good example of this series; £345.

CAMDEN MOTORS, the Limousine Specialists, Leighton Buzzard 2041. Showrooms open until 8 p.m. [C1035

1954 Humber Hawk Mark V saloon, fitted radio, heater, guaranteed; £550; exchange and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034

£625!!!—Humber Hawk de luxe saloon, in magnificent condition throughout, barely 2 years old, looks and runs the same as 1956 model costing £1,200; give-away price, only wants seeing.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

AZ MOTORS offer Humber bargains: 1951 Super Snipe, 40,000 miles only, Royal estate ownership, £350! 1947 Snipe 18hp, snip, £225! 1954 model Hawk; one owner, remarkable value. £550!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

AUTOMATIC transmission, 1956 Humber Super Snipe saloon, 3,000 miles only, one owner, thistle grey/Biarritz blue, adjustable bucket seat, heater; cost £1,643; accept £1,450.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [3960

£445—Humber Hawk 1951-2, superb example, extra careful owner, heater, spots, tyres as new, choice 2; we welcome A.A. or R.A.C. exams, money back exchanges, h.p., etc.—Benmotors, 1, Clarendon Rd., W.11. (50yds Holland Park Tube.) Park 5066-7. [C1017

£465—1953 (July) Mark IV ohv Humber Super Snipe sports saloon, sea blue, beige hide, loose covers, one owner, mileage 24,000, tyres and whole car as new, taxed year; terms.—Simm Motors, 11, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham Hill. [4056

295gns.—Humber Hawk, October 1948, Mark II saloon, grey, sliding head, steering column gear change, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Humber Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Humber required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Humber Cars Wanted

XXX Cash immediately for good Humber.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

Humber Spares and Service

THE Humber specialists for all spares. Tel. Uplands 3657. See advt under Parts & Accessories. [0398/R

WE specialize on gear boxes, gears, shock absorbers, repairs (guaranteed); seat covers, £3/10.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [S4100

INVICTA

INVICTA Black Prince, coupe preferred, transmission, condition immaterial, fullest details, photograph if possible.—Box 4245. [4035

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

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NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

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FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477), Official Jaguar Service Station. [0027/R

H.P.G.

1953 (October) Mark VII saloon, one owner, authentic mileage, fitted 2 Michelin X, grey, red leather, radio, heater, very good throughout, taxed December; £660 or fair offer; terms, exchanges.—Cobb, 10, Bryanston Mansions, York St., London, W.1. Ambassador 5231. [C1086

H. C. PAUL, Ltd.

1956 Jaguar Mk VII saloon, automatic, grey, unused, new, list price.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040

SLOCOMBES, Ltd.

1951 Jaguar Mark V, black/brown leather, H.M.V. push-button radio, heater, splendid condition throughout; £465; guaranteed; h.p. terms, part exchanges welcome.—35-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1955 Mk VII M type saloon, fitted with overdrive, finished in black with red upholstery, 18,103 miles; £1,175.

WE are interested in the purchase of Jaguar cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060. [C3032

STURGESS, Leicester.

1955 Jaguar XK140 fixed head coupe, battleship grey, grey trim, fitted overdrive, radio, 7,000 miles only, absolutely in Earls Court condition, this car has been so carefully kept by the one owner that despite the inclement season it seldom went out if it rained; £1,350.

118 Charles St. Tel. Leicester 20033. [0172/R

JACK BOND offers:—

£450.—1950-1 Mark V 2½-litre, sunroof, radio, heater, superb condition.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079

BOON & PORTER, Ltd.

1954 Mark VII, suede green, 12,500 miles, exceptional condition throughout; £875.

CASTELNAU, S.W.13 (By Hammersmith Bridge). Riv. 4444. [C1022

CAMDEN MOTORS, Ltd.

JAGUAR Mark VII saloon 1954, grey, red leather, heater, tubeless tyres; £845.

JAGUAR 3½-litre saloon 1948, March registration, silver grey with red leather, 5,600 miles since installation of work's replacement engine, discs, heater, passlights, etc.; £295.

JAGUAR 2½-litre special equipment sports saloon 1948, a very carefully used car, full history available, bills for servicing and maintenance by main Jaguar agents, spotless order; £345.

JAGUAR 1½-litre saloon 1949, special equipment model with heater, air conditioning, H.M.V. push-button radio and discs, black, brown hide interior, beautiful condition, moderate mileage; £445.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogues. Showrooms open until 8 p.m. [C1035

PEDIGREE CARS offer:—

XK140 1955 hard top, grey/red, absolutely as new; £1,325.

DROP head coupe 1951 Mk V, two-tone paintwork, black/silver, radio, numerous extras, well above average condition; £565.

MK VII saloon 1952, black/beige, carefully maintained by aircraft co. director, £120 bills with car; £575.—340, Euston Rd., N.W.1. Euston 7889. [C3093

KNIGHTSBRIDGE offer:—

JAGUAR 1954 (series) Mk. VII saloon, very good condition, grey, red leather, radio, heater; £735.

1955 (late) Jaguar Mk. VII M type, overdrive, new condition; £1,180.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036

JAGUAR

H. BEART & Co., Ltd., offer:—

1956 Jaguar 2.4 special equipment saloon, low mileage, as new throughout; £1,385.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3348. [C1081

ROSE & YOUNG, Ltd., offer:—

1956 XK140 fixed head coupe, under 1,000 miles, two weeks old, as new, pearl grey; £1,525.

1955 XK140 fixed head coupe, 7,000 miles only, one careful owner, spare unused, birch grey; £1,295.

1955 XK140 fixed head coupe, special equipment model, wire wheels, overdrive, "G" type head, immaculate condition, white; £1,345.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

GREAT WESTERN MOTORS.

OFFICIALLY appointed Jaguar dealers.

1955 Mk. VII M, black, red hide, fitted overdrive and radio, one owner; £1,175.

1955 Mk. VII M, suede green and green hide fitted overdrive and radio; £1,128.

1954 Mk. VII, black, brown hide; £850.

1953 Mk. VII, grey grey hide, radio, immaculate car; £795.

1952 Mk. VII, black, brown hide, radio, in exceptional condition; £685.

THE above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee.

4—6—8, Bishopsbridge Rd., W.2. Ambassador 1061. [C2089

RAYMOND WAY OF KILBURN.

1948 Jaguar 1½-litre saloon, wonderful condition for its year, finished in grey with black leather upholstery, fitted radio and heater and complete with all original tools; 399gns.

OPEN 9 a.m. to 8 p.m. 6 days a week.—Maida Vale 6044. [C4047

CHIPSTEAD MOTORS Ltd., offer:—

XK 120 drop head, 1954, C type head, wire wheels, dual exhausts, grey/red, radio, heater, passlamps, screenwashers, etc.; low mileage; £925.

XK 120 1951 Jabbeke 132mph record replica, specimen condition throughout, host of extras, terrific performance; choice of 2 from £595.

XK 140 1956 Model, hardtop, grey/red, 6,000 miles, as new; £1,395.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

DUNCAN HAMILTON & Co., offer:—

1955 Jaguar XK140 drophead coupe, battleship grey with red interior, fitted foglight, manually controlled spotlight, etc., in beautiful order throughout, one owner; £1,395.

1952 Jaguar XK120, blue with matching interior, 9.1 compression, twin exhaust, etc., one owner; 595gns.

33 High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

HENLYS offer with 4 month guarantee.

1952 Jaguar Mark VII saloon, radio, link mats, one owner, metallic grey with red interior; £765.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [4050

GUY SALMON AUTOMOBILES offer:—

1955-6 Jaguar Mark VII M type, overdrive, 17,000 miles, as new; £1,165.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

WOKING MOTORS, Mercedes distributors.

1956 Jaguar 2.4, special equipment, radio, loose covers, pastel blue, 5,000 miles only; £1,395.

1953-4 Jaguar Mark VII saloon, excellent condition; £655.—Maybury Hill, Woking 4277-8. [C4057

1950 Jaguar Mk. V saloon, black; £485.

MONTROE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088

HENLYS offer with 4 months' guarantee:—

1955 Jaguar Mark VII type M saloon, overdrive, wing mirrors, one owner, suede green with grey interior; £1,195.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0081. [4048

1952 Jaguar XK120, 2-tone grey; £695.

MONTROE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088/1

LEONARD WILLIAMS & Co., Ltd., offer:—

1954 (November) Jaguar Mark VIIM saloon, in British racing green with suede green leather upholstery and equipped with H.M.V. push-button radio and wing mirrors, a very carefully used one-owner car in immaculate condition, 30,000 miles, fully guaranteed; £995.

LEONARD WILLIAMS & Co., Ltd., 10 Albemarle St., W.1. Hyde Park 3351. [3913

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1946 1½-litre Jaguar, good condition; £275.

MARLBOROUGH Works, 609, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7805. [C1008

CHARLES FOLLETT, Ltd., official Jaguar agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1952 (Oct.) Jaguar Mark VII saloon, black, fully equipped, excellent condition; £685.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

JAGUAR

COOMBS & SONS (GUILDFORD), Ltd., offer:—

JAGUAR Mark VII with overdrive, Series M, 1955 model, beautifully finished in pearl grey with red hide interior, fitted new tyres, one-owner car, chauffeur driven from new, spotless condition; £1,195.

JAGUAR Mark VII saloon, with overdrive, Series M, June 1955, 12,000 miles, one owner car, finished in dove grey with tan interior, immaculate condition; £1,195.

JAGUAR 2.4-litre saloon, 1956, finished in Burgundy with biscuit hide upholst., fitted radio, loose covers, Ace rimbellishers, etc.; taxed, 5,000 miles; £1,425.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057

JAGUAR XK140 hard top, black, 10,000 miles, 1955; £1,395.

ACRES AUTOS, 136-138, Streatham Hill, London, S.W.2. Tulse Hill 9511. [C1002A

1952 Jaguar Mark VII, excellent condition; £595; choice of 2.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1955 Jaguar saloon, overdrive, 9,900 miles, cost £1,800; accept £1,150.

SAUNDERS, Highfield, Golders Green. Spe. 0011. [C4004

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1956 Mark VII M, radio and overdrive, birch grey, red leather, one owner, 8,000 miles; £1,350.

1955 Jaguar Mark VII M type, overdrive, black, brown leather, low mileage; £1,175.

1953 Jaguar Mark VII, automatic gear box, bench front seat, radio, excellent condition; £950. [C1001

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1952 Jaguar Mk. VII; £545.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

JAGUAR Specialists, Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841.

XK120 C 1953, low mileage, specimen, Weber carburettors, Weslake head, 1949; £1,395.

XK120 1953 Roadster, radio, heater, two owners, low mileage, green; £295.

SS100 2½-litre 1937, white, extras, £275; SS100 2½-litre 1937, black, twin spots, £195.

SS100 3½-litre 1936, green, full tonneau, £345; 3½-litre 1939, red, specimen, £355.

MK VII 1953, one owner, radio, heater, £685; 3½-litre saloon, radio, heater, 1947; £225.

JAGUARS urgently needed for cash, 3 months' guarantee; see under sports car column.

ALL the above at—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041

JAGUAR 1956 2.4, mileage 7,000, fitted radio; £1,350 o.n.o.—Romford 5865. [3893

1954 (Dec.) Jaguar Mk VII M type with overdrive, 10,000 miles, immaculate; £1,075.

TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Slo. 5213. [C4036

1955 Jaguar XK140 drop head coupe, many extras, very low mileage; £1,385.

1955 Jaguar Type M saloon, green, radio, loose covers, one owner; £1,295.—Odeon Motors, Ltd., Barnet 1144. [C3028

XK140 Jaguar 2-seater, red, 200 miles only, special reason for sale; £1,350.

JAGUAR Mark VII, late 1952, genuine 30,000 miles, with fitted radio, seat covers, mirrors, etc., bargain; £575.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Tel. Biddulph 3174. [3864

BEARTS OF KINGSTON, Jaguar specialists; sales spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348 [0081/R

1952 Mark VII, elegant in twilight and silver blue, excellent condition throughout; £520.—Tel. Rodney 6980. [3801

1956 (July) Jaguar 2.4, special equipment, grey, 3,000 miles, Underseal; offers.—Cohen. Par. 4501. [3849

1956 Jaguar 2.4 saloon, low mileage; £1,395; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010/1

1950 Jaguar Mark V 3½-litre saloon, radio, heater, new tyres, battery, etc., one owner, immaculate; £425.—Below.

1948 Jaguar 3½-litre sports saloon, radio, heater, beautiful condition, amazing performance; £285.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4492. [C3059

£699.—1954 Jaguar Mark VII saloon, unblemished; consider exchange for lower horse power.—Box 3437. [2376

1947 Jaguar E.E. 1½-litre saloon, black and brown, one owner; £350.—Regent Lion Group, 26, Queensway, W.2. Bayswater 0136. [C1015

1950 Mark V, new engine fitted, beautiful condition; £425!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

J. H. BARTLETT.—Jaguar 1954 XK120 drop head, 12,000 careful miles, superb condition; £975.—27, Pembridge Villas, W.11. [C1013

1956 Jaguar Mk. VII M type saloon, overdrive, 6,000 miles, cream, red trim, immaculate, guaranteed.—Brooklands

103 New Bond St., London, W.1. Mayfair 8351.

SHOWROOM open until 7 p.m. Saturdays 6 p.m. [C1029

G & M ALFREDS (1936), Ltd.—1952 Series Jaguar Mark VII, radio, heater, loose covers; £595.—6-7, Warren St., W.1. Euston 3268.

1954 Jaguar Mark VII, overdrive, one owner, very low mileage, absolutely indistinguishable from new; £825.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London N.W.3. Hampstead 8676/7779. [C4016/1

MARK VII Jaguar, 1954, immaculate condition, black and red; £815.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085

1951 XK120, in white, well kept specimen; £595; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [C2083

1949 Jaguar 3½-litre saloon, immaculate, guaranteed; £295; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1956 Jaguar Mark VII M, black and red, fitted with overdrive, 800 miles only; this car is absolutely new in every respect; £1,550.

1956 Jaguar Mark VII M, automatic drive, black and red, 1,000 miles only, as new; £1,675.

LEX (WEMBLEY COURT MOTORS), High Rd., Wembley 8767. [3571

1956 2.4 Jaguar special equipment saloon, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

2.4 Jaguar saloon with overdrive, immediate delivery, new, registered; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1951 Jaguar Mk. V drop head coupe, dove grey with red leather and black hood, a magnificent car in beautiful condition, written guarantee; £535.

SIDFORD CAR SALES, 98-116, Commercial Rd., Southampton. Southampton 25252. [C4096

TYPE M, suede green and green, overdrive, Michelin X tyres, absolutely magnificent in every way; £1,050.—Motorwork (Chalfont), Ltd., Gerrards Cross 2051. [3967

2.4-LITRE Jaguar available immediately at list price; exchanges, terms.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe E. Tel. Southbourne 43544-5. [C4024

JAGUAR Mark VII saloon, 1952, silver grey, grey leather, radio, side mirrors, in excellent condition; £650.—Taylor, 8/24 Palace Court, W.2. Tel. Bayswater 5214. [4010

£150 under cost!—1956 Jaguar Mark VII, with radio and overdrive, under 1,000 miles.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055

XK120 1951, dealer offers under £500, charges you nearly £600; anyone split differnce? red, mods., heater, radio, hardtop, fog lights.—Morris Solihull (Birmingham), 3423. [4025

PRE-INCREASE price, Jaguar Mk. VII type M, pearl grey/blue upholstery, overdrive; £1,679; H.P. and exchs.—Holland & Hollinshead, Ltd., Tel. Alsager, Stoke-on-Trent, 406-7. [3852

525 gns.—Jaguar, late 1952, XK120 super sports 2-seater, grey, grey/red leather, heater, screen washers, very good condition; terms, exchanges.—Rowland Smith, below:—

425 gns.—Jaguar, 1951 Mark V saloon, sliding head, leather, radio, heater, excellent condition; terms, exchanges; list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1955 (Aug.) XK140 fixed head, 9,000 miles, wire wheels, C-type head, special equipment, as new; £1,425.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

1955 Model (October 22nd, '54) Jaguar Mark VII M type, black, red leather, overdrive, radio, Ace Rimbellishers, etc., 10,000 miles, superb condition; £1,125.—Below.

1954 (model) Jaguar Mark VII saloon, finished green, brown hide, Motorola radio with twin speakers, twin pass lamps, excellent condition; £850.—Robbins, East Putney. Tel. 7881. [C3010

1956 Jaguar 2.4-litre saloon, grey with grey interior, special equipment fitted, only 1,300 miles; £1,595.—J. T. Leavesley, Ltd., Alrewas, Burton-on-Trent. Tel. Alrewas 354/5. [3769

1938 Jaguar 2½-litre drop head foursome coupe, clean and good, wonderful bargain; £125; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1951 drop head 3½ Mark V, very good order, radio, heater, spotlamps, screenwash, seat covers, Ace Rimbellishers; £485, terms, exchange.—T. & F., 10, Winchester Mews, N.W.3. Pri. 6159. [3091

FOR sale, 1956 2.4 Jaguar special equipment model, 4,000 miles, British racing green, licenced to year end; private owner selling for personal reason; £1,350.—Crossley, Great Rissington, Cheltenham. [4007

1949 Jaguar 1½-litre sports saloon, one owner, special equipment model, heater, spot lamps, black, brown leather, guaranteed; £375.—G. W. Wilkin, Ltd., Kingston-on-Thames. Kingston 2241. [C4053

1955 (late) XK140 Jaguar hard-top coupe, green, 9,000 miles only, many extras including radio and heater, carefully maintained; £1,275.—Walton Car Sales, Ltd., 98, Terrace Rd., Walton-on-Thames 759. [3503

1955 Jaguar Mk VII series M saloon (current list price £1,778), fawn hide upholstery, low mileage, one owner, fitted heater, sun roof and overdrive; £1,195.—Hillwood Motors, Mill Hill (London) 4232. [C2108

1954 Jaguar Mk. VII, overdrive, radio, heater, lavender grey, beige upholstery, most beautiful example, as new, written guarantee, bargain; £895.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Tel. Euston 7811. [C4011

XK140 Jaguar, 9,960 miles only, 1955, fixed head, with radio, overdrive, wheel trims, badge bar, twin mirrors, etc., just as new; £1,275.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Tel. Biddulph 3174. [3863

1954 (model) XK120 drop head coupe, black, one titled owner, heater, screen washers, Flame-thrower, new Michelin X tyres, superb condition, taxed; £825; terms, exchanges.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [C3102

1950 Jaguar Mark V de luxe Special Equipment saloon, this car is finished in the original and literally unblemished black with gold waistline, the interior is upholstered in real tan hide with the original carpets to match all in excellent condition, fitted works reconditioned engine 18,000 mile ago, fitted heater, taxed, new Dunlop tyres on front and excellent tyres at rear, full and comprehensivse tool kit as supplied when new, a really most immaculate and superb specimen, this car must be seen to be appreciated; £450.

MAIDSTONE ENGINEERING Co., Smethhurst St., Pendleton, Manchester, 6. Pen. 3457. [C3000

JAGUAR

1956 (August) Jaguar 2.4 saloon, special equipment with overdrive, works mileage.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661. [C4082

XXX 2.4 Jaguar 1956 Special Equipment model, Pacific blue with pale blue leather, H.M.V. radio, superb specimen, written guarantee; £1,385; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003

XK140 1955, fixed head coupe, colour black, dual pipes, Michelin X tyres, many extras, just like new, only used occasionally, very low mileage, £1,275 for quick sale.—C. Champ, Bempton, Wilmslow Rd., Handforth, Cheshire (Tel. Gatley 5882). [4002

£375—Jaguar 1½-litre, outstanding example, careful owner, all extras, a 1947 in 1955 condition; we welcome A.A. or R.A.C. exams money back exchanges, h.p., etc.—Benmotors, 1, Clarendon Rd., W.11. Park 5066-7 (50 yds. Holland Park Tube). [C1017

ABSOLUTE snip, private owned, 1954, XK120 drop head, ivory with red upholstery, embellishers, radio, luggage grid, heater, washers, etc., as new, just been thoroughly checked, cost £1,800; sell £875, consider small car.—A. 1023, Garratt Lane, S.W.17. Balham 8551. [4041

1951 XK120 sports roadster, finished cream, fitted heater, fully modified engine, C type head, 5,000 miles since Laystall overhaul, Chromard liners, twin exhaust, close ratio box, high ratio axle, stiffened suspension, wire wheels, A1 mechanical condition; £625.

R. & F. GRADWELL, Ltd., Reliance Garage, Waterloo Rd., Blackpool. 42028-9. [3770

LATE 1951, one of the last Mk. Vs made, it is immaculate throughout, engine overhauled, rebored and not yet fully run in, fitted radio, heater, rad blind, twin foglights, twin flamethrowers, new tyres, etc., etc., open to any inspection; £515.—B. G. Aston, 37, Mount Hermon Rd., Woking, Surrey. Tel. 572. [3761

£1395!!!—1955 Jaguar XK140 convertible, hand picked from choice of over a dozen seen three weeks ago for our managing director to go on a Continental holiday; just completed 2,000-mile trip; outstanding performance; 10,000-mile motor car in as-new condition, many extras; the finest you can see.

£625!!!—XK120, the finest and most genuine you can find, one careful elderly owner, never over-driven, small mileage; see the others offered and then see this one; you cannot fail to buy it.

LAMBS OF WOOD GREEN (Established 1897).—100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

Jaguar Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY require Jaguars, very late models; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0243/R

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

ALMOST new Jaguar required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 5885. [W5016/R

DUNCAN HAMILTON & Co. urgently require late model Jaguars.—33, High Rd., Byfleet. Surrey. Byfleet 3101. [W1091

XXX Cash immediately for good Jaguar.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

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ENGLAND'S Largest Jaguar Service Station.

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SPARES and replacement engines for all models from 1938

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KJ MOTORS, Ltd., S.E. England's largest Jaguar parts stockists, Bromley. Rav. 3456. [0967/R

LANCASHIRE specialized sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0739/R

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UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Spare parts for Jeep, home and export.

1956 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc.; noted for all American spares.—331-3, High Rd., Chiswick, London, W.4. Chi. 1919-6850. [0335/R

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AUTOWORK, Ltd., principal Jeep stockists, all types available. Spares and exchanges units.—Southgate St., Winchester. Tel. 4965. [C1010

JEEPS, private or commercial, all spares.—F.W.D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick. Kingston 4718/8248. [0820/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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1956 Jensen Interceptor and 541 saloons; demonstrations.

1955 Jensen 541 saloon, overdrive, rev counter, grey.

CARS purchased for cash; guarantee.

SHOWROOM open until 7 p.m., Saturdays 6 p.m.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

JENSEN

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541 demonstration always available, quick delivery of 541 and Interceptor.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

NORTHWOOD MOTORS, wholesale and retail, 541 saloon; demonstrations; immediate delivery.—George St., Hull. Tel. 33822. [4080

Jensen Cars Wanted

JENSEN Interceptor saloons and drop head coupes wanted.—Michael Christie Motors, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [W1094

JOWETT

WELBECK MOTORS for Jowett:—

1950 Javelin de luxe, maroon, a rare opportunity to buy a low-priced Javelin in Welbeck condition; £385.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (Near Baker St. Station.) Welbeck 1139. [C4049

MERCURY offer:—

£475.—1952 Jupiter, in exceptional condition, red, radio, heater, spot lamps and luggage grid, a mechanic owned genuine low mileage car which is hard to fault.

TERMS or exchanges with pleasure.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middlesex. Wembley 6058-9. [C3014

BUNTING'S MOTOR EXCHANGE

1953 de luxe, metallic turquoise, new engine just fitted, screen washers; £525.

1952 de luxe, metallic beige, engine reconditioned; £435.

1949 de luxe, turquoise blue and black; £350.

JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0913/R

1951 Jowett Javelin de luxe saloon, excellent condition, engine thoroughly overhauled in our own works, 3 months' guarantee; £395.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [3962

1951 Jowett Javelin de luxe, reconditioned engine, excellent mechanically, in very good condition throughout; £395.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

JUPITER 1953, cream/red, heater, 20,000 miles; £120 o/haul June, taxed year, private owner; £420 o.n.o.—Wimbledon 1631. [4000

1953 Jowett Javelin Standard saloon, 1,500 miles since engine recond., black, brown leather; £425.—Tel. Allen, Renown 2442. [4022

1953 Jowett Javelin, 19,000, as new, heater, screen washers, 2 spot lamps; £450.—199, Carlingford Drive, Westcliff, Southend 41015. [4015

1953 Jowett Javelin, dark green with fawn interior, recon engine just fitted, good condition throughout; £445.—Thornton Heath 3473. [C5104

95 gns.—Jowett, 1938 8 h.p. saloon, sliding head, very good condition; terms, exchanges; list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 Jowett Javelin de luxe saloon, grey/red hide, heater, taxed December, excellent tyres, unblemished bodywork and fine mechanical condition, late type crankshaft; must be seen; £445.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712.

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139, are far the best buyers for good Javelins. [W4049

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JOWETT CARS, Ltd.

SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley.

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

JOWETT Javelin and Bradford spares, large stock new parts.—Newnhams, Hammersmith Broadway, W.6. Tel. Riv. 4646. [S3024

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6 [0075/R

GORDON CARS (LONDON), Ltd.—Specialist service, all Jowett models; largest spares stock in south.—St. Albans Lane, opposite Golders Green Station, N.W.11. Speedwell 4701. [0133/R

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Ave., Great Cambridge Rd., N.17. Tot. 1906/7553. [0504/R

COOTER & GREEN, Ltd., Jowett main agents; Javelin, Jupiter and Bradford spares, repairs and service.—The Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Bec. 2565. [0649/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kin. 0170 and 8613. Jowett agents and specialists; comprehensive stock of spares, 1950-1954 models; over 30 years' Jowett experience. [0759/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialists repairs.—228-234, London Rd., Croydon (Cro. 3641-2); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [0463/R

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B. J. HUNTER, Ltd., offer:—

1952 Lagonda saloon, fitted Vantage engine, director's car, chauffeur driven, undoubtedly one of the finest Lagondas on offer to-day; genuine bargain at £895.

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BROOKLANDS: wholesale & retail.

1956 Lagonda 3-litre 4-door Tickford saloon and foursome drop head coupe: demonstrations.

1954 Lagonda 3-lit. 2-dr. Tickford saloon, grey, radio.

CONFIDENTIAL terms; exchanges; showrooms open until 7 p.m., Saturdays 6 p.m.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offers:—

1940 Lagonda Rapide drop head, excellent condition; £375.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1938 V12 saloon, immaculate and perfect throughout; £315.—John Ewer Motors, 28, Rosslyn Hill, Hampstead, N.W.3. Swi. 2020. [3566

1940 Lagonda 4½-litre Rapide drop head coupe, finished in dark green and cream with green upholstery, in excellent condition throughout, having just had considerable money spent on the engine; £499.—Swandean Car Sales, Ltd., Arundel Rd., Worthing. Tel. Swandean 1795. [3971

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.), Specialists in all aspects of service.—273, London Rd., Staines. Tel. 4211-5. [0390/R

LANCHESTER

AMATO'S (Est. 50 years) offer:—

1938 Lanchester 11 saloon, one lady owner from new, in original unblemished condition, faultless car; £185.—243, Lewisham Way, S.E.4. Tideway 3169, 9-7 p.m. [3896

1953 Lanchester 14 saloon, grey, small mileage, one owner; £750.—Stratstone, Ltd., Berkeley St., W.1. [C4022

BRUTONS.—1939 Lanchester 10 saloon, black, good condition, well shod, taxed; £135; terms.—Lexham Gardens Mews, W.8. Fremantle 4975. [C1104

1948 Lanchester 10hp saloon, black, heater, leather, taxed, immaculate; £350.—Drift Bridge Garage, Epsom. Burgh Heath 2856 and 1212. [3974

1954 Lanchester 14 saloon, green with green leather upholstery, 20,000 miles only, one careful owner from new; £725.—Coventry & Jeffs, Ltd., Bristol 20091. [4070

1953 (May) Lanchester 14 saloon, one owner, heater, etc., spotless; £610.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

ARCHIE SIMONS & Co., Ltd.—1950 Lanchester 10 black saloon, fitted heater and sunshine roof, in excellent condition, a very good example of this rare and popular model; £435.—93, Gt. Portland St., W.1. Lan. 1343.

95 gns.—Lanchester 10, 1935, saloon, sliding head, leather, preselector, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lanchester Cars Wanted

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XXX Cash immediately for good Lanchester.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

Lanchester Spares and Service

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sale and service.—Kidderminster Rd. Croydon 5775. [0689

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering service, Lanchester cars, preselector gear box; exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [0237/R

LANCIA

1937 Lancia Aprilia, in better than average condition; £200; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26836. [C2083

1939 Aprilia de luxe saloon, bodywork, chrome and mechanics excellent, re-upholstered nylon; £310.—Moorhouse, 166, Somerset Rd., Huddersfield. [3989

1938 Aprilia saloon, excellent original condition, leather upholstery, just resprayed, rechromed; £225.—6, Acre Lane, Carshalton, Surrey. Wal. 4696. [3984

J. H. BARTLETT.—Lancia 1956 series Spyder 2-seater, as new, £2,350; Lancia 2-litre specially tuned Aurelia Gran Turismo, £1,450.—27, Pembridge Villas, W.11. [C1013

1955 (Sept.) Lancia Aurelia series II saloon, black, grey upholstery, 8,000 miles, unusually well kept; £1,750; also:—

1950 Lancia Aprilia series II saloon, dark blue, red hide, many extras, including radio, purchased new and owned by us for 2 years, and continuously under our care since; superb condition throughout; £850; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

THIS is your last chance to purchase, with spares, Lancia Lambda 1928—otherwise I shall be glad of offers for her many parts.—Bispham, 50, Copthorne Park, Shrewsbury. [4032

LANCIA

195 gns.—Lancia Augusta, late 1934, special sports 4-seater, blue, blue leather, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 Lancia Aprilia saloon, finished in duo colours of maroon and grey with grey leather interior, this is a very attractive example with a most excellent performance, over 80 m.p.h with 32/35 m.p.g.; the bodywork and finish is literally unmarked and is far above average, mechanically excellent; £275.

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Lancia Cars Wanted

J. H. BARTLETT are interested in post-war Lancias.—27, Pembridge Villas, W.11. [W1013

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LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Perivale 5656). [S0320/R

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COACHCRAFT offer:—

£445 o.n.o.—1953 1½-litre 4-door sports saloon, one owner only, low mileage, current independent suspension model, particularly well maintained example, high performance with low running costs; cost new £1,925; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773-4. [C1053

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365 gns.—Lea-Francis, 1949, series (Earls Court Show Model) 14hp sports 2-seater, green, fawn leather, screen washers, new hood and sidescreens, tonneau cover, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd., Coventry.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

SPARES and service.—J. C. Alexander, Ltd., 190, Deansgate, Manchester, 3. Tel. Dea. 4795-6. [0828/R

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A 135 Series 1954 Princess L.W.B. seven passenger, black, leather throughout, radio, heaters, in new condition. £2050.

A USTIN L.W.B. A.125 Limousines, choice of two genuinely privately owned cars in exceptional condition. £935.

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A USTIN 1952 Series Hirecar, one private owner. £6[illegible]

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A RMSTRONG, 18hp, May 1951, seven passenger Limousine, black, cloth, wide occasionals, low mileage. £755.

C ADILLAC 1937 Series seven passenger Fleetwood Limousine, outstanding condition, mileage 45,000, two previous owners, Works' maintained. £425.

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D AIMLER, low mileage, 1939, E.L. 24hp Limousine, face forward seats, partition, large boot, one private owner, original condition. £575.

H UMBER 1947 Series Pullman Limousine, wide occasionals, Dunlopillo upholstery, heaters, radio. £425. Another £295.

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H UMBER 1949 Mark II Pullman Limousine, Works' re-conditioned engine, selection two. £625/£695.

H UMBER 1950 Mark II Limousine, leather, black, one private owner. £825.

H UMBER 1952 Mark III Imperial 7-passenger, black, beige leather, heater, radio, one owner, low mileage. £895.

H UMBER 1952 Mark III Limousine, leather, one private owner, heater. £985.

H UMBER 1952 November Mark III Pullman Limousine, cloth, black, heater, radio, electric division, specimen car. £1125.

R OLLS 30hp H. J. Mulliner six light Limousine, occasional seats, partition, black, cloth, two spare wheels, in unblemished condition.

L IMOUSINE specialists for over 30 years. Write or telephone for lists.

A LPE & SAUNDERS LTD. Providence Court, North Audley Street, W.1. (Near Selfridges). Mayfair 2941. [C1006

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JACK ALPE LIMOUSINES.

ARMSTRONG, 1951, 18hp, 24,000, private; £945.

AUSTIN, 1939, Iver, private, leather; £425.

AUSTIN, 1951, 16hp Hirecar, private; £515.

AUSTIN, 1952, 16hp Hirecar, heater; £645.

DAIMLER, 1939, E.L. 24, Windover, private; £495.

HUMBER, 1949, Mark II, Pullman, black; £695.

HUMBER, 1951, Mark III, Pullman, private; £895.

HUMBER, 1952, Mark III, leather, private; £935.

HUMBER, 1953, Mark IV, Pullman, o.h.v.; £1,425.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1105

BROADWAY MOTORS, Hounslow, offer:—

£995!!—1952 (November) Mark III Humber Pullman limousine, one titled owner, very low mileage, perfectly maintained and in superb order throughout.—Hanworth Rd., Hounslow, Middx. Hou. 0175/9309. [C1113

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ALPE & SAUNDERS Ltd. require Limousines. Good prices for cars in above average condition.

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1956 Type 180, 3,000 miles.

1956 Type 220A, 2,000 miles.

1955 Type 300 SL, 6,000 miles.

FULL details on request.

MERCEDES-BENZ latest models embody unique improvements, which give still greater comfort, performance and durability; literature on demand; our own demonstration cars are here for you to drive.—173, Westbourne Grove, W.11. Bayswater 4274. [C4035

ROSE & YOUNG, Ltd., offer:—

1956 Mercedes-Benz 300SL, fitted radio, a few months old, as new, silver grey.

1954 (December) Mercedes Type 300 de luxe saloon, fitted radio, modified brakes, immaculate throughout; £1,750.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 min. Streatham Hill Station.) Tulse Hill 6464. [C3057

COMPTON & ECCLESTONE, Ltd., offer:—

'55 Mercedes 300SL, silver grey, 8,000 miles; £2,795.—300, Broadway, Bexley Heath 2031, 4281. [4060

WOKING MOTORS, Mercedes distributors.

NEW Mercedes 220S saloon for immediate delivery.

1950 Mercedes 170V saloon, radio, heater, l.h.d.; £330.

1955 Mercedes 300B saloon de luxe, black, 11,000 miles, centre gear change; £2,300.—Maybury Hill, Woking 4277-8. [C4057

1956 Mercedes-Benz 220 A saloon de luxe, shop soiled, blue, grey leather, right-hand drive; £2,250.

1955 Mercedes-Benz 300 SL sports, metallic blue, fully equipped, 8,000 miles, immaculate appearance, wonderful performance; demonstrations, exchanges.—Brooklands, 103, New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m., Saturdays 6 p.m. [C1029

MERCEDES-BENZ type 320 l.h.d. 4-door saloon, 40,000 miles, excellent condition; £315.—Box 4116. [3699

1955 Mercedes 300B, 10,000 miles; £2,375.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 6151. [C2110

1954 (June) Mercedes 170SV saloon, as new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 300SL coupe finished in metallic silver grey with blue upholstery, fitted knock-on type wheels, taxed year; £3,175.—K.J. Motors, Ltd., Bromley, Rav. 3456. [3635

GEORGE NEWMAN & Co. (BRIGHTON), Ltd., sole Sussex distributors, all models available for inspection and trial; early delivery.—39-40, Old Steine, Brighton 28102-3-4. [C3108

1956 Mercedes-Benz Type 300 SC, with fuel injection, beautiful cabriolet, Selfseeker radio, every possible luxurious extra, cost over £6,000; reasonable offer considered.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

1955 Mercedes-Benz 180 saloon, sunshine roof, radio, many extras, 15,000 miles, cost £2,000; accept £1,250.—Simpson's Motors, Illogan, Redruth, Cornwall. Tel. Redruth 473. [3834

1956 (Feb.) Mercedes 220A saloon, grey with real leather upholstery, Motorola radio, heater, total mileage 4,000 during which it as been serviced by makers; original cost £2,500, accept £2,150.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

1935 Mercedes-Benz 500 drop head foursome coupe, in original condition, almost new tyres, a bargain at £275; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales, service and spares.—58, Camberwell New Rd., S.E.5. Tel. Reliance 7691. [0962/R

MERCURY

B. J. HUNTER, Ltd., offer:—

1949 Mercury convertible coupe, all electric, radio, etc., very attractive crushed strawberry; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506/9. [0746/R

MESSERSCHMITT

COMERFORDS for Messerschmitts; delivery from stock, spares, service, demonstrations; exchanges, terms; postal transactions very easily arranged.—Comerfords, Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5531 (6 lines). [0269/R

M.G.

DICKS.

1935 M.G. PA 2-seater, late property mechanic; £175.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Gladstone 6304. [C1072

SLOCOMBES.

1955 M.G. Magnette, dark grey/red interior, superb condition throughout, fitted heater, spot lamps, screen washers, under 13,000 miles; £825; guaranteed; terms, part exchanges.—Duddenhill Lane, N.W.10. Willesden 4869. [C4017

B. J. HUNTER, Ltd., offer:—

1956 M.G. A series 2-seater, 2,000 miles only, fitted heater; £850.—Below.

1953 M.G. TD sports 2-seater, late property of enthusiast; £465.—Below.

1946 M.G. TC sports 2-seater, well above average for year, well maintained; £325.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

COMPTON & FULLER, Ltd., offer:—

1951 M.G. 1¼ saloon, outstanding and completely faultless; £465.—Odeon Parade, Elmers End, Beckenham. Bec. 3570. [C1110

GUY SALMON AUTOMOBILES offer:—

1956 M.G. Magnette saloon, 8,000 miles; £895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3 [C4001

PARADE MOTORS (MITCHAM) offer:—

1954 M.G. TF, red/red, wire wheels, luggage carrier, etc., in really superb condition; £595.

1953 M.G. TD black, red upholstery, fitted luggage carrier, etc., in superb condition; £485.

1949 M.G. TC, black and beige, very good condition throughout. £365.

1949 M.G. TC, black and red, just fitted with reconditioned engine yet to be run in, tonneau cover, luggage carrier, Windtone horns; £385.

1947 M.G. TC, red and red, superb condition throughout; £325.

1938 M.G. TA, blue and blue, reconditioned engine only covered 1,000 miles; £245.

66—67, Monarch Parade, Mitcham. Mit. 3392/7188. [C3056

COMPTON & ECCLESTONE, Ltd., offer:—

'56 M.G. A, white/red interior, wire wheels, H.M.V. radio, tonneau covers, spot lamp, 2,000 miles only, as new, a unique opportunity to acquire one of these fine cars at a competitive price; £795.

COMPTON & ECCLESTONE, Ltd., 300, Broadway, Bexley Heath 2031, 4281. [4059

WESSEX MOTORS, St. Cross Rd., Winchester.

1954 Series M.G. Magnette saloon, black with brown leather, heater, etc., excellent condition, 4 months' guarantee.

TELEPHONE: Mr. Horlock, Winchester 5555. [C4087

JACK ROSE, Ltd., M.G. agents and stockists, offer:—

1955 TF 1500 2-seater, in black with green upholstery, almost unmarked; accept £625.

1956 M.G. Magnette saloon, in black, with maroon hide, 7,000 miles, an immaculate car inside and out; £895.

M.G. Y model sports 4-seater tourer, one of the few in this country, one owner, in black with red interior; £450.—Jack Rose, Ltd., Wallington, Surrey. Wallington 6677. Burgh Heath 2376. [C3056

1947 2-seater, immaculate, perfect, reconditioned engine; £318.

1949 2-seater, stage 3 tuning, specimen car; £355.—John Ewer Motors, 28, Rosslyn Hill, Hampstead, N.W.3. Swi. 2020. [3567

1950 M.G. 1¼-litre tourer, rare model, in outstanding condition; £445.

CNK MOTORS, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

1955 model M.G. Magnette saloon, radio, maroon with fawn interior; £845.

PASS & JOYCE, Ltd., 184-188, Great Portland St., London, W.1. Museum 1001. [C5039

ALEXANDER Laystall Lucas superheads for M.G. types TB to TF; send for data sheets.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094

1956 M.G. Magnette, black/red, 3,700 miles only, one owner, spare unused; £925.

1956 M.G. Magnette, black/green, 7,100 miles, one owner, spare unused; £895.

1955 M.G. Magnette, grey/red, 9,700 miles, one owner, spare unused; £860.

1955 M.G. Magnette, grey/grey, 12,100 miles, one owner, spare unused; £835

ALL in Ripco condition; B.M.C. guarantee.

RIPCO, Ltd. (Magnettes purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

M.G.

1938 M.G. TA, excellent condition, with spare engine; £220.—23, Park Rd., Rugby. [4011

PERFORMANCE CARS, Ltd., official M.G. agents, offer with 3 months' guarantee:—

M.G. A, new, white with black hood, £961; M.G. TF 1500, grey, spotless, heater, 1955, £615.

M.G. TD, red, radio, heater, low mileage, 1953, £475; M.G. TD, cream, full tonneau, extra, 1952, £445.

M.G. TC, ivory, spotless, full tonneau, 1949, £385; M.G. TC, cream, many extras, 1949, £395.

M.G. TC, red, immac., host of extras, 1947, £395; M.G. TC, black, full tonneau, spot lights, 1947, £345.

M.G. TC, green, radio, heater, tonneau, 1947, £355; M.G. TC, green, two owners, 1947, £375.

M.G. TC, black, recent overhaul, bills, 1946, £325; M.G. TC, black, full tonneau, htr., '46, £315.

M.G. TA Tickford d.h. coupe, red, 1939, £225; M.G. TA, green, full tonneau, 1938, £175.

M.G. TA, red, spotless, extras, 1937, £245; M.G. TA, black, tonneau, radio, heater, 1937, £255.

M.G. TA, black, spotless, heater, 1936, £245; M.G. TA, red, radio, full tonneau, 1936, £215.

M.G. TA red, £145; TA, 1934, green, £135; TA, 1934, red, £145; TB, 1935, red, £185.

M.G. J2, grey, excellent, 1935, £165; J3 s/c, white, 1933, £175; M type, 1931, £75.

M.G. Y type tourer, maroon, spotless, £345; VA, choice of 2 £295; SA 2-litre, 1939, choice two, £175.

MOTOR cycles and cars wanted in part exchange, immediate hire purchase and insurance.

MONDAYS-Saturdays 9 a.m.-7 p.m.; Sundays 11 a.m.-6 p.m.; show halls illuminated all night.

M.G. Specialists.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041

1949 model TC, black/red, immaculate condition; £375.—94, Murchison Rd., Leyton, E.10. [4067

TF 1500, 1955, attractive grey/green, trial invited; £595.—Cavey, 2a, Greenholm Rd., Eltham 1724. [4031

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0396/R

1953 (Aug.) M.G. TD 2-seater, black, one owner, low mileage, taxed; £475.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4822-3. [C1116

1956 M.G. A, black, town and country tyres, radio, heater, taxed as new; £850.—Tel. Hounslow 5476.

BEARTS OF KINGSTON, M.G. specialists.—Sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R

295 gns.—M.G. Midget late 1947 TC 2-seater, tonneau cover, excellent condition; terms, exchanges.—Rowland Smith, below.

165 gns.—M.G. 1939 2.6-litre sports tourer, radio, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1946 M.G. TC, truly magnificent condition, inspection invited; £510.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068

1955 Magnette saloon, 9,000, guaranteed; £765; —payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1955 (September) M.G. Magnette, green, 12,000; £850.—F. L. Cranmore, Ltd., Tel. Potters Bar 2040. [C1062

1954 M.G. Magnette saloon, green with green upholstery, one owner, excellent condition; £745.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

1953 M.G. 1¼-litre saloon, black, heater, excellent order throughout; £500.—Brooks' Garage, Martock, Som. [3823

1939 M.G. 12hp VA d/h coupe, good condition; £160.—Rippleside, Ankerwycke, Wraysbury, Staines. Wraysbury 3212. [3806

1956 M.G. Magnette, black, green, 2,700 miles only, one owner, spare unused; £915.—Robbins, East Putney. Tel. 7881. [C3010

1946 M.G. TC, first-class condition, enthusiast maintained; £310; terms.—94, Kingsholm Rd., Gloucester. Tel. 20019. [3986

1956 (March) M.G. Magnette, genuine 6,000 miles, as new throughout; £930; h.p. arranged.—Winden, Balcombe, Sussex. [3692

1939 M.G. TA Tickford d.h.c., red, recent extensive overhauls; bargain, £195.—Taylor, "Dunsland," Shrublands Rd., Berkhamsted. [3868

1954 Magnette, 13,000 miles, radio, faultless, spare unused; £735.—Bruce France, 8a, Cromwell Mews, South Kensington. Flaxman 0513. [C2096

£485 !!!—1952 M.G. TD sports, not the usual overdriven, worn-out specimen but a magnificent small-mileage, carefully used sports car.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1937 M.G. 2-litre black and chrome sports saloon, fitted radio, clean; £150; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

TD late 1951, tuned stage 4, excellent condition throughout, new hood and tyres; £395; terms, exchange considered.—37, Parkside Drive, Edgware. Sto. 7073. [4075

MAGNETTE 1954 (September), black/red leather, heater, spotlights, etc., one owner, unmarked example; £750.—Finchley Motors, 23, Ballards Lane, Finchley, N.3. Fin. 1503. [3937

1¼ M.G. saloon 1950, replacement engine fitted and body respayed gunmetal grey, one owner only and always well maintained; £400.—Snell, 15, Station Rd., Llanelly. Tel. 466. [3982

1956 (July) M.G. Magnette saloon, steel blue, maroon leather, one owner, guaranteed 1,000 miles only, as new; £950; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109

M.G.

1956 M.G. Magnette saloon, maroon with maroon upholstery, recorded mileage 6,000; £895.

1955 M.G. Magnette saloon, finished in black with red upholstery, fitted H.M.V. radio, recorded mileage 9,000; £895.

1955 M.G. Magnette saloon, finished in green with biscuit upholstery, recorded mileage 14,000; £865.

1954 M.G. Magnette saloon, finished in black with maroon upholstery, recorded mileage 18,000; £775.

1955 M.G. A, finished in white with maroon upholstery, recorded mileage 12,000; £800.

1954 M.G. TF Midget, 1250 cc, black with maroon upholstery, fitted demister bar and wing mirror, recorded mileage 13,000; £600.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [3930

£285.—1939 TB M.G. sports 2-seater, reconditioned engine, twin spots, bumpers, reversing light, etc., undoubtedly the finest TB available in England; bargain.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422. [C2092

M.G. Magnette 1956 model de luxe saloon, colour green with cream leather interior; this car has only done 5,600 miles, it is virtually in new condition throughout, fitted radio, heater and window washers, and we offer it at a saving of over £200 on list price; our price £885; terms, exchanges.

ISLES GARAGE, 50-52, Broad St., Birmingham, 1. Tel. Midland 7352 or 5574. [C3097

1939—40 TB, B.r.g., practically rebuilt last 2 years, including works engine (16,000 miles), 4.875 axle, P.V.C. hood (red), etc.; extras: 16in rears, twin spares, grid, Bluemells, double dip lamps; v. good condition, indistinguishable from TC; £250 or near.—88, Dartmouth Ave., Westlands, Newcastle, Staffs (Tel. 65544 after 7 p.m.) [3851

CHILTERN CARS offer a selection of M.G.s including an M-type 8hp 2-seater, entirely rebuilt, £95; 1946 TC 2-seater, new hood and screens, chromed luggage carrier, special seats, TF carburettors, excellent condition, £510; also choice of 2 VA 1½-litre tourers and drop head coupes, from £175 terms, exchanges.—11a Water Lane, Leighton Buzzard, Beds. Tel. Leighton Buzzard 2060. [C1045

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for M.G.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

TA Block, engine or complete car, any condition any place, or TB.—Uxbridge 2062. [3659

ALMOST new M.G. required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

GATEHOUSE MOTORS pay cash for good used M.G. cars.—Highgate Village, London, N.6 Mountview 4444. [W2021

M.G. owners; cash on sight for your car at—Performance Cars, Ltd., Great West Rd., Brentford Middx. Ealing 8841. [W3041

XXX Cash immediately for good M.G.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005

CNK MOTORS urgently require M.G.s, particularly models TA to TD.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1052

UNIVERSITY MOTORS, Ltd., purchase good low mileage used M.G. 1¼-litre saloons and TF Midgets.—80, Piccadilly, W.1. Grosvenor 4141. [3571

URGENTLY required 1947-56 M.G. saloons and 2-seaters.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109

M.G. Spares and Service

TOULMIN MOTORS,

OFFICIAL stockists,

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1952; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; we specialize in racing spares; write or tel. TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [0349/R

W. JACOBS & SON, Ltd.

SPECIALISTS in M.G. spares and repairs.

W. JACOBS & SON, Ltd., Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4-5. [0486

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0505/R

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5083. [0433/R

MORGAN

PARADE MOTORS (MITCHAM) offer:—

1950 Morgan 4/4 4-seater, British racing green, in really superb condition; £355.

66—67, Monarch Parade, Mitcham. Mit. 3392/7188. [C3056

1948 Morgan 4/4 2-seater, excellent condition; £250 or offer.—Ewell 1886. [4026

365 gns.—Morgan 4/4 late 1950 sports 4-seater, all-over tonneau cover, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED urgently, Morgan 1955-56 4-seater; must be in good condition.—Willesden 3052. [3939

BASIL ROY, Ltd., require Plus 4 models for cash or part exchange for any makes.—161, Gt. Portland St., W.1. Langham 7733. [4020

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORRIS MINOR

SLOCOMBES, Ltd.

1952 Morris Minor convertible, blue, fitted wing mirrors, washers, one owner; £395; guaranteed; terms, part exchanges, cars or motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

RUSSELL MOTORS offer:—

1955 (October) Morris Minor Travellers de luxe, 3,000 miles only.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

H. A. SAUNDERS, Ltd., offer:

1955 Minor 2-door de luxe, black, red upholstery, heater, recorded mileage 5,621; £565.

H. A. SAUNDERS, Ltd., 836-862, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

PHILIP RICKARDS, Ltd., offer:—

1956 Morris Minor convertible, Clarendon grey, 10,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. [C3051

1950 Morris Minor tourer; £315.

MONTROE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3068

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1955 (Oct.) Morris Minor saloon, immaculate condition; £539.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

1955 Morris Minor saloon, low mileage, unrepeatable; £520, below.

1953 Morris Minor, exceptionally clean and sound; £440.

SMITH & HUNTER, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

1955 Morris Minor 4-door de luxe, Clarendon grey, distinctive; £535.

1955 Morris Minor 2-door de luxe saloon, mileage 7,000, Clarendon grey; £540.—F. L. Cranmore, Ltd., Tel. Potters Bar 2040. [C1062

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1954 Morris Minor traveller's car, heater, immaculate condition; £550. [C1001

1955 (May) Morris Minor 4-door saloon, green, one owner, low mileage, taxed; £530.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4822-3. [C1116

1955 Morris Minor 4-door saloon, genuine 4,000 miles only, kept by private owner; £550.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [C2008

1954 Minor Traveller's car de luxe, cream with green leather, absolutely immaculate; £555.

SIDFORD CAR SALES, 98-116, Commercial Rd., Southampton. Southampton 25252. [C4096

£465.—1955 Morris Minor 2-door saloon; exchange required.—Guildford 4882 (evenings). [3925

1950 tourer, 1954, engine alloy head, maroon; £330.—Chorley, 6-9, Charterhouse Sq., E.C.1. [3854

1955—Minor green 4-door de luxe, 3,000 miles, heater as new, £555; no dealers.—Tudor 9334. [3876

1954 Morris Minor 2-door saloon de luxe, green, green leather interior, 17,000 miles only, in beautiful condition throughout; £480.

1955 Morris Minor convertible de luxe, finished in green with green leather interior, 10,000 miles only; £535.

R. S. CURRIE & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1095

1955 Morris Minor 2-door saloon, one owner, low mileage, heater; £515.—Jennings, Richmond 3368 [C3103

1955 Minor 2-door grey saloon, 14,000 miles, radio, screen wash; £560 or best offer.—Str. 8451 after 6 p.m. [4003

1955 (June) Morris Minor de luxe 2-door saloon, black, red upholstery, first-class condition throughout, taxed; £495.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. [C3050

1956 Morris Minor 4-door saloon, green with green upholstery, 9,000 miles, one owner; £560.—Thornton Heath 3473-4. [C3104

JULY, '56, Minor coupe, mileage 900, grey, £535; or May, '54, ditto, 12,000, £425; exchange saloon.—Tel. 68853 Southampton. [3902

ALEXANDER Laystall Hi-Power conversions for Morris Minor, amazingly improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094

1954 Morris Minor 4-door de luxe, 15,000 miles, one owner; £485.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1085

MORRIS MINOR

1954 Morris Minor convertible de luxe, birch grey, Oselette covers, exceptional condition, one owner; £450.—48, Keyes Rd., N.W.2. Gladstone 4533. [3949

1951 Minor convertible, engineer owned and maintained, recent engine overhaul, brakes relined, new radiator, very economical; £355.—Bryant, Ealing 3477. [3918

1956 Morris Minor 2-door de luxe, black and red, taxed, guaranteed mileage 4,595; £570.—Stearns & Co. (Car Sales), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. [C4095

1954-5 Morris Minor de luxe Travellers, heater, beautifully kept and privately used; £525.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4492. [C3059

1951 Minor 2-door saloon, two owners, extremely fine example; £355; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1954 Morris Minor 2-door saloon de luxe, many extras, almost as new, bargain; £465.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1955 Morris Minor 2- and 4-door saloons, colour black, mileage 12,000-15,000 miles; B.M.C. guarantee; prices from £495.—Lankester Engineering Co., Ltd., 39-45, Eden St., Kingston. Kin. 3151-6. [0046/R

TANKARD & SMITH, Ltd., offer 1953 Morris Minor 2-door saloon, green/green, 20,000 miles, beautiful condition; £450; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

375 gns.—Morris Minor 1952 saloon, grey/fawn, good tyres, excellent condition; choice of 3 Minors; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

PRIDE & CLARKE.—1955 Morris Minor saloon, 11,000 miles, heater, £499; 1954, low mileage, heater, £469; 1955 convertible, 11,000 miles, heater, £499; 1954, 15,000 miles, heater, £449.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

£525.—Morris Minor 1955 4-door de luxe, extra careful owner, heater, superb example; we welcome A.A. or R.A.C. exams.; money back exchanges, H.P., etc.—Benmotors, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7. [C1017

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Minor required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

MORRIS EIGHT

1947 Morris 8, new engine, in immaculate condition; £270.—Cavendish Motors, Cavendish Rd., Willesden 0046-7-8 [C1121

1947 Morris 8 2-door saloon, black, brown upholstery; £310.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-5. [C1060

1937, black, 2-door, new engine 1951, just re-sprayed, mech. really fine; private owner; £105 o.n.o.—Wimbledon 1631. [4001

1939 Morris 8 4-door saloon, sun roof, leather interior; £185.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071

1948 Morris series E, recently overhauled, carefully used; £265; h.p. terms, part exchanges welcomed.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6660. [C3106

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8. Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1946 Morris 10; £235.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

£295!!!!1948 Morris 10, saloon, unmarked, leather upholstery and trimming, excellent performance, good tyres.

LAMBS OF WOOD GREEN (established 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS COWLEY

J. DAVY, Morris agent

1956 Morris Cowley, 13,800 miles, a very well-kept car; £575.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Knt. 4215. [C1069

WESSEX MOTORS, New St., Salisbury.

1955 Morris Cowley saloon, black with maroon interior, heater, one owner, 4 months' guarantee.

TELEPHONE: Mr. Webb-Bowen, Salisbury 3275. [C4087

1955 Cowley, clarendon grey, heater, twin horns, sun visor, windscreen washers, loose covers, taxed, Rimbellishers; £625.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085

MORRIS OXFORD

A1 at Brown's.

1955 (May) Morris Oxford saloon, finished in Clarendon grey and red interior, heater, extras, 15,000 miles only, practically unmarked and as new; £650 secures.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284.

ENGINES RECONDITIONED, Ltd., offer:—

1955 Morris Oxford saloon, 21,000 miles only; £625.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070

MORRIS OXFORD

1955 (July) Oxford saloon, black; £625.—F. L. Cranmore, Ltd., Tel. 2040 Potters Bar. [C1062

1950 Morris Oxford, maroon; £350.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1952 Morris Oxford saloon, green, heater; £425.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077/1

1950 Morris Oxford saloon, grey, very good condition; £350.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1952 Morris Oxford, in excellent condition throughout; £425.—Cavendish Motors, Cavendish Rd., Willesden 0046-7-8. [C1121

1956 Morris Oxford, 3,640 miles, unblemished; £705.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

£385!!!—1950 Morris Oxford de luxe saloon, this is magnificent, in outstanding condition, the finest we have had, choice also 1949 and 1951 models.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

ALEXANDER Laystall Hi-Power conversions for Morris Oxford; amazingly improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094

MORRIS Oxford Traveller Oct., 1953, heater, radio (Pye), taxed year, excellent condition; £485; terms.—54, Sittingbourne Ave., Enfield. Tel. Laburnum 5916. [4076

1954 Morris Oxford, birch grey/red interior, heater, one titled owner, 17,000 miles; £495.—Finchley Motors, 23, Ballards Lane, Finchley, N.3. Fin. 1503. [3936

£495!!!—Morris Oxford de luxe saloon, 1953, Clarendon grey with red hide interior, heater, moderate mileage and in specimen condition; this car is truly immaculate.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

Morris Oxford Cars Wanted

GARDNER & Co. (HENDON), will buy your Morris Oxford.—Sunny Hill 3359 and 0039. [W2074

ALMOST new Oxford required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

MORRIS OXFORD Traveller urgently required for cash.—Pedigree Cars, 340, Euston Rd., N.W.1. Euston 7889. [W3093

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

ALWAYS urgently required by specialists, Morris Oxford saloons, 1951-1956; buyer will call; highest prices paid.—Hardings of Windsor, 25 St. Leonard's Rd. Tel. 335. [W2105

MORRIS ISIS

G. S. HALL, offer:—

£795!!.—1956 Isis saloon, grey, red leather, only 400 miles, to-day's price £950, unrepeatable value.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100

H. BEART & Co., Ltd., offer:—

1955 Morris Isis traveller, one owner, genuine 9,000 miles, offered with B.M.C. warranty; £795.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

WARWICK WRIGHT, Ltd., offer:—

1955 Morris Isis saloon, black with red upholstery, heater, 7,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 4761 [C4045

NOVEMBER '55 Isis saloon, 3,000 miles, grey and red leather, extras; £745.—Robbins, East Putney. Tel. 7881. [C3010

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0998/R

Morris Spares and Service

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0917/R

MORRIS genuine spares and special service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0342/R

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0471

HAMMERSMITH, W.6. Rogers Garages, Engineers, Wellesley Ave. Riverside 2644. Sales and Service. [S3054

LARGEST and quickest spares and service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 1236. [0206

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0365/R

NASH

1955 Nash Metropolitan with special high power modification, very low mileage, only one available in U.K.; £695.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

ALEXANDER Laystall Hi-Power conversions for Nash Metropolitan; amazingly improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Nash Spares and Service

SOLE concessionaires for the complete Nash range; spare parts and maintenance.—Nash Concessionaires, Ltd., Albany St., London, N.W.1. Tel. Euston 5558. [0937/R

OLDSMOBILE

1955 Oldsmobile Rocket 88, automatic transmission, power steering, power brakes, radio, heater, fitted seat covers, immaculate.
SCOTT CARS, 541-547, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

Oldsmobile Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Oldsmobile buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691. 3903. [W4015

Oldsmobile Spares and Service

REPAIRS and service by sole U.K. distributors, Lex Garages, Ltd. Workshops and spare parts, 7, Pembridge Villas, London, W.11 (Near Westbourne Grove). Bayswater 6626-7. [0627/R

OPEL

KAPITAIN 1949, 23.9, 5/6-seater, famous model, very economical; £260, terms, exchange.—T. & F., 10, Winchester Mews, N.W.3. Pri. 6159. [3092

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for service and spares.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0513/R

PRIDE & CLARKE, Opel stockists, quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [3068/R

EIGHT years' servicing experience! Parts, U/J's, wings, guaranteed engines, suspensions, gear boxes; seat covers, £4/10; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647.

PACKARD

1939 Packard Six, 82,000 since new, perfect condition, radio, Marchal lamps; £250.—164, White Hill, Chesham, Bucks. [4029

1951 Packard, r.h.d., automatic drive; £895.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co., Ltd.
PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Packard buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691. 3903. [W4015

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PANHARD

1955 (August) Dyna de luxe aerodynamic 6-seater saloon, overdrive, unmarked, one owner, 7,000 miles, exceptional road holding, performance, radio, seat covers, up to 48 mpg, 85 mph; £800, terms, exchange.—T. & F., 10, Winchester Mews, N.W.3. Pri. 6159. [3089

1956 Dyna de luxe special 6-seater aerodynamic saloon, dual colours, one owner, immaculate, 9,000 miles, exceptional road-holding, performance, delightful appearance, radio, seat covers, etc.; up to 47 m.p.g. and 85 m.p.h.; 3 months' warranty; £920; terms, exchange.—T. & F., 10, Winchester Mews, N.W.3. Pri. 6159. [3826

PEUGEOT

1956 series 203 saloon, 13,000 miles, Underseal, a modified induction giving enhanced performance without impairing this model's remarkable economy, several extras; £695.—J. Davy, Ltd., 180-184, Kensington High St., W.8. Wes. 7181. [C1069

PLYMOUTH

PLYMOUTH (Chrysler) convertible, 1952, all extras, new Whitehall tyres, one owner; £695.
D. F. WYATT, Ltd., 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988. [C4084

PONTIAC

SIMPSON'S offer:—

1956 Pontiac convertible, hydramatic drive, power brakes and steering.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Pontiac buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.
SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

RACING CARS

1957 Lister Formula 2 racing cars; announcement shortly.—Brian Lister, Ltd., Abbey Rd., Cambridge. (Tel. 55601/2.) [8309

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton (Tel. Elmbridge 3348) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1,100cc sports cars. [0621/R

ROSE & YOUNG, Ltd., offer Connaught 2-litre fuel injection single-seater, No. A.10, excellent order throughout; part exchange welcome.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

RAILTON

1937 Railton sports saloon, black, attractive car; £135.
VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 9239 and 5306. [C4074

Railton Cars Wanted

GOOD Railton required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

ALPINE BUSHEY GARAGES, Ltd., offer:—

1955 Fregate Amiral, 9,000 miles, black, covers, whitewall tyres; £850.

1955 750cc, bronze, 17,000 miles; £500.

1956 750cc, blue, small mileage; £595.

1956 Ferlec clutch 750, 4,000 miles; £610.

DAUPHINE demonstration car available.

DAUPHINE for early delivery.

ALPINE BUSHEY GARAGES, Ltd., Renault Distributors, High Rd., Bushey Heath, Herts. Bushey 3282. [C1119

AUTOSALES (LONDON), Ltd.

1952 Renault 750cc saloon, choice of 2, both reconditioned throughout, 2 exceptional cars; £385.—Belsize Rd., N.W.6. Maida Vale 5555. [3923

PERFORMANCE CARS, Ltd., Renault distributors in Middlesex, offer:—
RENAULT Dauphine, immediate delivery; Renault 750, immediate delivery.
RENAULT 750 saloon, green, spotless condition, 1953; £385. 1951 750 saloon; £325.
SEE under sports car column.—Great West Road, Brentford, Middx. Ealing 8841. [C3041

WELHAM'S, Renaul: sales and service, Surbiton Hill Rd., Surbiton, Elmbridge 1873; established 1909 offer:—

1956 (July) 2-litre Fregate saloon, blue, 600 miles, taxed; £1,050.

1956 750 de luxe saloon; £590. [C4070

750cc Renault, 1952, saloon, blue, blue leather, superb throughout; £350.—94, Kingswood Rd., Kingswood, Watford. [4004

AMIRAL duo-tone blue fixed head saloon, radio, 6,000 miles, one fastidious owner; £1,150.—Eton Garages, Windsor 2782. [3972

295gns.—Renault 750 1951 saloon, screen washers, one owner, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1956 (Feb.) Renault 750 de luxe saloon, green, green/grey interior, sun roof, heaters, H.M.V. 40gn radio, one-owner car, taxed year; £595.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

FREGATE Amiral 1954 (August) 1996cc, impressive appearance, maroon colour, six seats, large luggage boot, flat floor, overdrive, heater, sound condition; £615. Terms, exchange.—T. & F., 10, Winchester Mews, N.W.3. Pri. 6159. [3631

Renault Cars Wanted

ALPINE BUSHEY GARAGES, Ltd., 83-85, High Rd., Bushey Heath.—Renault distributors will purchase all models. [W1119

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

BARNEHURST GARAGE, Ltd., Renault sales and service, spares and repairs.—1-5, Barnehurst Rd., Bexleyheath. Tel. Bexleyheath 725. [0943/R

RILEY

COACHCRAFT offer:—

£425.—1950 Riley 1½-litre sports saloon, excellent mechanical order, bodywork very clean indeed, one owner only, can be confidently recommended; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773-4. [C1053

JACK ROSE, Ltd., offer:—

1949 Riley 2½-litre saloon, very well kept for its age, owner purchased new Jaguar; accept £385.—Stafford Rd., Wallington, Surrey. Wallington 6077. [C3056

J. JAMES (LONDON), Ltd.

FOR second-hand Rileys.

1956 Pathfinder, grey, red interior, 10,000 miles; £1,250.

1955 Riley 1½-litre, green, radio, heater, low mileage; £875.

RILEY CARS, 55 & 56, Pall Mall, S.W.1. Tra. 7311. [3922

TOM GARNER, Ltd., offer:—

1954 Series Riley 1½-litre saloon, green/black, heater, 25,000 miles; £745.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

RILEY

H. A. SAUNDERS, Ltd., offer:

1955 Pathfinder, grey, grey upholstery, radio, heater, recorded mileage 10,000; £1,050.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

H. BEART & Co., Ltd., offer:—

1955 (model) Riley Pathfinder saloon, fitted radio, heater and seat covers, one owner, excellent value; £895.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

BOON & PORTER Ltd., distributors.

1956 Pathfinder, director's car being replaced with overdrive model, an unmarked 5,500 miles; £1,195.
CASTELNAU, S.W.13. (By Hammersmith Bridge.) Riv. 4444. [C1022

H. A. SAUNDERS, Ltd., of Worcester.

1953 Riley 1½-litre saloon, black with red leather upholstery, fitted seat covers, heater, twin wing mirrors; an unusually well cared for example; £665.
AUSTIN House, Castle St., Worcester. Tel. 6371. [C4005

GUY SALMON AUTOMOBILES offer:—

1956 Riley Pathfinder saloon, 7,000 miles; £1,175.

1955 (July) Riley Pathfinder saloon, grey/red interior, bucket seats, 9,000 miles, faultless condition; £1,050.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3 [C4001

PERFORMANCE CARS, Ltd., Riley agents, offer:—
RILEY Pathfinder, new, cedar green/biscuit, overdrive; £1,475
RILEY 2½-litre sports roadster, red, 1949; £440.
GREAT West Rd., Brentford, Middx. Ealing 8841. [C3041

GORDON & GLYNN (the centre for pre-war Rileys).

£265.—Kestrel 1½-litre 1936.

£225.—Adelphi 1½-litre 1938.

£165.—Merlin 1½-litre 1936.

£135.—Monaco 9hp 1934.

REPAIRS and service for pre-war Rileys; terms and exchanges.
GORDON & GLYNN, 79, Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Square Tube). Sloane 8326. [C2075

CLARKE & SIMPSON, Ltd. (Riley Sales & Service), offer:—

1956 (January) Pathfinder, green, biscuit, radio, Webasto sun roof, one owner, B.M.C. Warranty; £1,150.

1954 (July) Pathfinder, grey, red leather, 22,000 miles, exceptionally well kept, one owner, B.M.C. Warranty; £795.

1952 (February) 2½-litre saloon, black, red leather, heater, immaculate; £595.

1951 2½-litre drop head foursome coupe, ivory, red leather, heater, rimbellishers, and many extras, immaculate condition; £595.
49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

1954 Riley Pathfinder, 26,000 miles, one owner, excellent condition; £825.

1950 Riley drop head foursome coupe, complete engine overhaul and repaint, excellent condition; £545.
TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Slo. 5213. [C4036

1956 Pathfinders, choice of colour, with or without overdrive; from £1,411.

1956 Pathfinder, blue/grey, bench seat, genuine 5,000 miles.
RIPCO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052.

1954 Riley Pathfinder, duo black/grey, radio; £875. Odeon Motors, Ltd., Bar. 1144. [C3028

1956 Riley Pathfinder saloon, maroon, heater, turbo discs, one owner; £1,195.—Park 5077. [C3030

1955 (June) Pathfinder, unmarked, as new, superb condition throughout; £975.—Harrow 4646. [C3008

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0079/R

RILEY Kestrel, 9hp, 1935, special series, manual box, Scintilla, good condition throughout; £110.—11, St. Mary's Rd., Plympton, Devon. [3988

RILEY, 1½-litre, 1946, enthusiast maintained, good condition throughout, heater; £350.—Popesgrove 2387. [4018

1936 Riley Adelphi, 1½-litre, exceptional condition; £135 o.n.o.—Cooke, Collett's Bridge Farm, Ely, Wisbech. Tel. 1837. 8-5.30. [4028

1956 (March) Riley Pathfinder, black and biscuit, radio, car as new, 8,000 miles, £1,195; another, red, grey, 5,000 miles, £1,195.
QUEEN'S PARK GARAGE, Ltd., Harborne, Birmingham, 17. Tel. Harborne 1055. [3959

1956 (May) Riley Pathfinder, dark grey, red hide, negligible mileage, new condition; £1,225. Also:—

1950 Riley 2½-litre 4-seater convertible coupe, green, fawn leather, unusually good mechanical and external condiiton; £495. Also:—

1949 2½-litre 2-seater sports roadster, a very rare model, in excellent condition; £395; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

PRIDE & CLARKE.—1956 (May) Riley Pathfinder, 2,000 miles, grey/grey leather, heater, one owner, as new; £1,149.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1953 (June) 2½-litre saloon, Riley black, heater, etc., Alfin brake drums, excellent condition throughout, privately owned.—Tel. Copthorne, Sussex, 472. [3800

1949 Riley 2½-litre sports saloon, heater, very smart, exceedingly fast; £395.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4492. [C3059

1947 1½-litre Riley saloon, black, red upholstery, above average condition; £375.—Swandean Car Sales, Ltd., Arundel Rd., Worthing. Tel. Swandean 1795. [3969

1938 Riley 3½-litre saloon with overdrive and crashbox. £175; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1953 Riley 1½-litre R.M.E. series saloon, an immaculate small-mileage car, engine just had first decoke, the whole car in especially fine mechanical order; £695.

1936 Riley Lynx 1½-litre 12hp 4-seater sports roadster in remarkably good shape for its year, excellent coachwork, smart leather interior, good hood and all good tyres, surprisingly high standard of performance and ideal for enthusiast; £225.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

RILEY Kestrel Sprite, 1937, recent rebore, regrind, big ends, pistons, paintwork, tyres and general condition good.—4, Low Bentham Rd., Bentham, Nr. Lancaster. Tel. Bentham 503. [3980

£335—Riley 1947 2½-litre sal., with htr. & rad., blk., paintwork not unblemished but clean & sound, mechanically good.—Kingsthorpe Garage, Ltd., Northampton. Tel. 4297. [3694

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. [0446/R

RILEY 2½-litre 4/5-seater drop head coupe, 1951, excellent all round condition, wireless, etc., inspection welcomed, private owner; £545 or offer.—Seen at Riley Agents, E. R. Avis, Humber Rd., Coventry, or owner Box 4246. [4034

PATHFINDER, Aug., 1955, one owner, grey/red, overdrive, radio, etc., etc., tailored seat covers, recorded mileage 10,000 only; £1,045.—Chipstead Motors, Ltd., 197 Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

XXX 1955 Riley 1½-litre saloon, black, with red leather upholstery, heater, H.M.V. radio, etc., absolutely spotless low mileage one-owner car, written guarantee; £895; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003

Riley Cars Wanted

RROWLAND SMITH'S, the Car Buyers.—Highest cash for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Riley required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

YOU will always do better by making personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [W1048

XXX Cash immediately for good Riley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

URGENTLY required, 1947-56 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109

Riley Spares and Service

FRANK L. HALL for Riley.—Specialized sales, repairs and spares.—Windsor Rd., Maidenhead. Tel. 713. [0425/R

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. 0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7321. [0238/R

WE specialize on overdrive gear boxes, gears, shock absorbers, repairs (guaranteed); seat covers, £3.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [84100

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092/R

RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [0989/R

ROLLS-ROYCE

CAR MART, Ltd.

£3,350—Rolls-Royce Silver Wraith Jas. Young saloon, registered February, 1952.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1954 Silver Dawn saloon, finished in grey with beige hide upholstery, registered November, 21,567 miles; £3,750.

1952 Silver Wraith sports saloon by Park Ward, finished in black with beige hide upholstery, fitted with loose covers, one owner; £3,350.

WE are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060. [C3032

MANN EGERTON.

1954 Rolls-Royce Silver Dawn automatic gear saloon, velvet green, with fawn leather upholstery, 21,000 miles; £3,850.

1952 Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner, black, fawn leather, 52,000 miles; £3,750.

MANN EGERTON, 14, Berkeley St., W.1. Hyde Park 2073. [C2006

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [0182/R

PB. Ltd., offer:—

1938 25/30 saloon with division and rear boot by Thrupp & Maberly, very low mileage; a beautiful car.

1937 25/30 sports saloon with boot, engine just completely overhauled

1933 20/25 fixed head foursome coupe, a very pretty car.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033

JACK BOND offers:—

£465—1935 Rolls 20/25 close-coupled Mulliner sports saloon with boot, choice of 6 other immaculate 20/25 owner-driver saloons.

£750—1938 25/30 Gurney Nutting sports saloon, in excellent condition.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079

KNIGHTSBRIDGE offer:—

1936 (November) Rolls-Royce Phantom III, attractive small sports saloon by Barker, heater, maker's history modification and overhaul, very good condition, finished black.

1938 (February) Rolls-Royce Phantom III sports saloon by Barker, one owner, modified, maker's full history and recent overhaul.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086.

RUSSELL MOTORS offer:—

1937 25/30 saloon with division by Barker; £575.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

JACQUIER, Ltd., offer:—

1939 Wraith owner-driver saloon, 6-light, leather throughout, boot, history; £1,250.

1937 Rolls-Royce P.III owner-driver saloon by Windover, with boot, blue and black with blue leather upholstery, very good history and condition; £485.

1937 25/30 Gurney Nutting semi-razor-edge, with division; £725.

1935 series 20/25 owner-driver Hooper sports saloon, leather, sun roof, boot, history; £525.

THE above cars are all in excellent condition and open to A.A. or R.A.C. examination.

JACQUIER, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

H. BEART & Co., Ltd., offer:—

1934 Rolls 20/25 Vanden Plas saloon, one owner since new, history available, an exceptionally fine car for the year in every way; £495.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

DUNCAN HAMILTON & Co., offer:—

ROLLS-ROYCE Silver Wraith, owner-driver sports saloon, with a beautifully proportioned razor-edged body by James Young, immaculately finished in midnight blue with natural hide interior, fitted radio, heater, picnic tables, etc., this exceptional car is offered at £1,895.

33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

SWANMORE GARAGE, Ltd., Bournemouth, offer:—

1938 Rolls-Royce 25/30 H. J. Mulliner sliding roof sedanca, magnificent condition; £895.

1937 Rolls-Royce 25/30 full razor edge by Freestone & Webb, engine overhauled, very modern and most attractive; £895.

1935 Rolls-Royce 20/25 saloon by James Young, exceptional condition; £595.

ANY car exchanged for car of higher or lower price with cash adjustment; easy terms a pleasure.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe E. Tel. Southbourne 43344-5. [C4024

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.

1939 Wraith, owner driver, H. J. Mulliner saloon, black, outstanding condition, ideal car for professional use; £1,050.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

PERFORMANCE CARS, Ltd., offer with 3 months' written guarantee:—

ROLLS-ROYCE Phantom III touring saloon, with large boot, November 1936; £695.

ROLLS-ROYCE Ph. III touring limousine, large boot, solid tappets, full history, Sept. 1936; £445.

ROLLS-ROYCE 20/25 Mulliner saloon, 1932, £145; 21.6 saloons, 3 from £125.

ALL the above at Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041

CASS'S MOTOR MART.—1935 Rolls-Royce Phantom II Barker limousine, black, exceptional.

1937 (Oct.) Rolls-Royce Phantom III Barker Pullman limousine, black, sliding roof, heater, radio, magnificent, history available.—5, Warren St., W.1. Euston 4110. [C1040

HEARSES? Rolls from £1,350. Brochures available. Inspection invited. Immediate delivery.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Richmond 1161.

'38 semi-razor-edge Mulliner saloon, div. S/F occas., div., radio; £600 o.n.o.—Sun. 3169. [3798

1928 James Young 20, excellent; £180.—J. B. M. Adams, Gidding, Huntingdon. Winwick 216. [9324

ROLLS-ROYCE

MASCOT MOTORS, Ltd., have a selection of over 20 pre-war Rolls-Royce cars, details of a few given below:—

1938 30hp Hooper sports saloon, with division, colour black, immaculate, good history; £750.

1936 25hp Croall fixed head coupe, black and grey, beige leather, good history; £600.

1933 25hp Windover sports saloon, midnight blue, blue leather, immaculate condition; £425.

ALL cars guaranteed.—237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C3007

1949 Rolls-Royce Silver Wraith, owner driver saloon by Park Ward, 39,000 miles, most beautiful condition; £1,975.

TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Slo. 5213. [C4036

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce and Bentley retailers, offer from their selection of passed used cars:—

1955 Silver Wraith touring limousine, Park Ward, automatic, one owner, 9,000 miles; £6,250.

1953 Silver Wraith saloon, Park Ward, shell grey, maroon hide; £3,975.

1950 Silver Wraith touring limousine, H. J. Mulliner, one owner, 8,000 miles, grey; £3,750.

1947 Silver Wraith 7-seater Sedanca-de-Ville by H. J. Mulliner, one owner history, black; £1,975.

AUDLEY House, North Audley St., W.1. Mayfair 5242 (7 lines). Open to 7 p.m. [C3030

£180—25hp Mulliner limousine 1933, A.A., R.A.C. inspection; £95 deposit; exchanges.—Searle, Ltd., 14, Bridge Rd., Chertsey. Tel. 2389. [C4069

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [3835

FOR Rolls-Royce saloons and limousines of all models you might enquire of the bargains we can offer.—Claude Burgoyne & Co., St. Peters Rd., Hammersmith, Riverside 7644. [3255

£875—Coupe sedanca, 1938, fully equipped with all extras, very rare car in exceptional condition.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

A & S LTD. 1937 Series 25/30 owner-driver saloon with built-in boot, black, brown hide, £625. 25/30hp H. J. Mulliner Touring Limousine, winding partition, sideway seats, genuine 64,654 miles, very recent overhaul, in exceptional condition throughout. £765. See under Limousines column.

ALPE & SAUNDERS, LTD. (Limousines Purchased), Providence Court, North Audley Street. (Near Selfridges.) Mayfair 2941. [C1006

1935 owner/driver saloon, without division, original registration book, 2 lady owners from new, authentic total mileage 90,000, new tyres, full tool kit, taxed year, exceptional near perfect 20/25 body styling, not particularly attractive, but a matter of opinion; £425.—J. B. M. Adams, Great Gidding, Huntingdon. Tel. Winwick 216. [3998

1939 series W.H.C. Rolls-Royce Wraith limousine, 30hp model, Windover 7/8-seater bodywork, outswept tail enclosing rear luggage compartment, immaculate cellulose, sparkling chromework, interior upholstery and trimming absolutely flawless, electrically operated division, heater, Lucas P100s, twin spotlights, twin Windtone horns, twin wing mirrors, overriders, discs, superb mechanical condition as befits such a luxurious car.

CAMDEN MOTORS, The Limousine Specialists, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure. Showrooms open until 8 p.m. [C1035

1935 Park Ward 20/25 swept-back owner-driver saloon, original registration 1.6.35, chassis GLG/45, black with champagne hide upholstery and figured burr walnut fittings, unused many war years, most excellent works history, authentic Rolls invoices for 1952-3 for £650; has just been completely recellulosed and rechromed costing over £150, complete tool kit, instruction manuals, invoices with car, one of the finest examples possible to find; £485.—Tel. Birmingham South 3018 for appointment to view. [3891

BRADSTOCK MOTORS proudly offer the finest Rolls-Royce we have had the privilege to handle; an owner-driver 20/25 4-light saloon by Park Ward; chassis number G.E.D.58; one lady owner from new; total genuine mileage of only 50,000; a Rolls-Royce history with bills for nearly £400 recently spent; in fact, this vehicle must be as good now as when it left the factory; an unrepeatable opportunity to acquire what must be the lowest mileage 20/25 in the country; £485.—Chase Rd., Epsom 5696-7. Also 454-456, London Rd., North Cheam, Surrey. Tel. Fairlands 6283. [C1090

Rolls-Royce Cars Wanted

CM

CAR MART, Ltd., official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Gro. 3434. [0970/R

ALPE & SAUNDERS Ltd. require Rolls-Royce Limousines. Good prices for cars in above average condition.

A & S Ltd. Providence Court, North Audley Street (Near Selfridges). Mayfair 2941. [W1006

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DUNCAN HAMILTON & Co. urgently require post-war Rolls-Royces.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

SEVEN-PASSENGER privately owned pre- and post-war Rolls-Royce Limousines required, details please:—

JACK ALPE, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1105

XXX Cash immediately for good Rolls-Royce.—H. F. Edwards, 25-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

JACK OLDING & Co. (MOTORS), Ltd., purchase good used Rolls-Royce/Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Cars Wanted

MASCOT MOTORS, Ltd., are anxious to purchase Rolls-Royce and Bentley with owner-driver coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2.

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0350/R

GENTLEMAN requires 1934-5-6 Rolls-Royce 20/25 semi-razor-edge saloon (S.S. roof), "Cockshoot" body; particulars, photograph please.—Write "Perhaver," Darton Common Rd., New Milton, Hants. [3755

Rolls-Royce Spares and Service

A

SERVICE unequalled.

OFFICIAL repairers Rolls-Royce cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1032/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce/Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077. [S3030

MASCOT MOTORS, Ltd., Rolls-Royce and Bentley Specialists, complete engine overhauls, coachwork repairs.—237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [S3007

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 10

1939 Rover 10; £225; private.—Call 1, The Green, Sutton, or Tel. Fairlands 8496 after 7. [4077

1939 Rover 10 Sportsman saloon, very good throughout; £250 o.n.o.—Sutton Coldfield 5878 or write 35, Barnard Rd. [3752

1939 Rover 10 saloon, exceptionally nice; £225.—Norman Autos, 344-354, London Rd., West Croydon. Tel. Thornton Heath 4657. [C3098

ROVER 12

1938 Rover 12 sports saloon, recent overhaul, good condition; £165 o.n.o.—Buckhurst 7055, evenings weekend. [3877

1940 model Rover 12 saloon, black, blue leather, fog lamp, Windtones; £260; terms, exchanges.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [C3102

£395.—1947 Rover 12 tourer, in really exceptional condition throughout, immaculate appearance, heater, twin spots; terms, exchanges.—Traynor Motors of East Ham, Grangewood 2530/5834. [C4032

ROVER 14

£355!!!—Rover 14 saloon, genuine specimen condition, must appeal to Rover enthusiasts.

LAMBS OF WOOD GREEN (Established 1897).—100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

ROVER 16

145 gns.—Rover 16 1938 sports saloon, leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROVER (60, 75 and 90)

WM

WELBECK MOTORS proudly offer one of the finest Rover 90s in the country—with the unique advantage of a fully opening sun roof—in effect making the car a convertible:—

1954 Rover 90, black, mileage 20,000 approximately, virtually identical to new; £975, this would be a fair price for an ordinary Rover 90 saloon, when one considers the huge extra cost of the opening roof, this is indeed a remarkably reasonably priced car.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

G. S. HALL offer:—

£425!!—1948 Rover 75 saloon, black, heater, H.M.V. radio, magnificent, 2 owners, specimen condition throughout.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100

H. BEART & Co., Ltd., offer:—

1956 (Sept.) Rover 90 saloon with overdrive, works mileage only, as new throughout; £1,395.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

PHILIP RICKARDS, Ltd., offer:—

1954 Rover 75 saloon (registered November 1953), ivory with red, one owner, well maintained; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1954 Rover 90 saloon, black with red upholstery, heater, 21,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

DUNCAN HAMILTON & Co., offer:—

1954 Rover 75, 22,000 miles, black with beige interior, fitted H.M.V. radio, heater, spotlight, faultlessly maintained by the works and chauffeur kept; £895.

33 High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

ROVER (60, 75 and 90)

DORKING MOTOR Co., Ltd., offer:—

1950 Rover 75 green/grey saloon; £525.

1954 Rover 60, black/red; £825.

1954 Rover 90, black/grey; £925.

ALSO new, unused:—

1956 90, dark grey/blue, with overdrive; list price.

1956 75, black/red; list price.

1957 90, black/green, with overdrive; list price.

REIGATE Rd., Dorking 2256. [C1088

GUY SALMON AUTOMOBILES offer:—

1956 new and unregistered Rover 90 saloon, grey/red interior, overdrive; specially reduced price of £1,395.

1956 (series) Rover 90 saloon, special duo colour scheme, 10,000 miles only, one owner, absolutely immaculate condition throughout; £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENLYS offer with 4 months' guarantee:—

1956 Rover 60 saloon, one owner, grey, with blue interior; £1,135.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0081. [4046

HENLYS offer with 4 months' guarantee:—

1956 Rover 90 saloon, overdrive, one owner, black, with green interior; £1,345.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Euliver 5721. [4049

1955 Rover 75, black/brown, one owner; £1,095.

1953 Rover 75, black, grey, one owner; £775.—Odeon Motors, Ltd. Bar. 1144. [C3028

1955 Rover 90 saloon, H.M.V. radio, one owner, 11,600 miles, Ripco condition; £1,125.

RIPCO, Ltd. (Rovers Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1956 Rover 75, black/red, works mileage—46, Castle St., Luton, Beds. Tel. Luton 2100/1. [C1079

1954 (June) Rover 90, 2-tone grey, grey leather, excellent condition; £900.—Robbins, East Putney. Tel. 7861. [C3010

1955 Rover 90 saloon, immaculate, exchanges, etc. Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1956 Rover 90, dark grey, red upholstery, separate seats, overdrive, one owner, 3,000 miles; £1,325.—Weybridge 2268. [3887

1956 Rover 60 saloon, black/red, under 2,000 miles, taxed, H.M.V. radio; £1,195.—Salmons Garages, Ltd. Temple Bar 3338. [C4029

1956 Rover 90 saloon, green, bucket seats, overdrive, 2,000 miles; £1,330.—Harvey Hudson, Ltd., South Woodford, London, E.18. Wanstead 0056.

1955 Rover 90 saloon, green with green leather upholstery, loose covers, heater, wing mirrors, spot lamp, taxed year, in perfect condition throughout; £1,085.

LEX GARAGES, Ltd., Lexington St., W.1. Tel. Gerrard 8600. [3956

1948 (Oct.) Rover 60 sports saloon, grey, grey leather, one owner, fitted heater, etc.; £425, £213 deposit.—McLaren & Cox, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. [C3083

1954 (June) Rover 90, green and green, one owner, 21,000 miles believed genuine, heater, excellent tyres; £895.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2.

1950 Rover 75 P4 saloon, green, radio, heater, screen washers, etc., exceptional condition both mechanically and in appearance; £535.—A. E. Cowell, 54, Sandringham Rd., Golders Green, N.W.11. Meadway 1252. [4064

1956 Rover 90 saloon, new unregistered, dark grey, red trim, fitted overdrive, bucket seats; £1,501/7 ex works, immediate delivery.—Brooklands, 103, New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m. Saturdays 6 p.m. [C1029

HATTON, Birmingham.—20,000 miles, late 1953, 75, as brand new; also 1954 90, duo-grey, one owner, 21,000 miles; also selection of 60s, 75s and 90s, 1950 to 1957; exchanges, terms, distance no object.—Hatton Motors, Ltd., 71, Broad St., Birmingham. Midland 2437. [C2097

1954 Rover 90, finished in sage green with green upholstery, mileage approximately 18,000, this is a one-owner car and carefully maintained and in excellent condition throughout; £880.—Vintage Engineering Co., Ltd., Rover Dealers, Market Deeping. Tel. 387. [3449

£795!!!—A little dear, but well worth it! 1953 series Rover 75, but one ownership since new with recorded mileage of 22,000; despite this, however, the car virtually looks and runs as though it's only done 5,000 miles, undoubtedly the finest you can see.

LAMBS OF WOOD GREEN (established 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

XXX 1950 (April) Rover 75 P4 saloon, a really immaculate car finished in dark green with grey leather, heater, H.M.V. radio, loose covers, a really outstanding specimen, written guarantee; £565; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003

£945!!!—August, 1954, Rover 90 saloon, immaculately finished in duo-grey with pale grey hide interior, trimming, etc., to match, a locally owned car, late property of wealthy industrialist using other cars, genuine small-mileage Rover 90 in truly faultless condition throughout.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

Rover (60, 75 and 90) Cars Wanted

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY require 1954-55 Rover 75s and 90s; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

1948-9 Rover 60 wanted.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [W4059

LAND-ROVER

E

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-4. [0195/R

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists offer:—

1955 model Land-Rover pick-up, de luxe, canvas hood, excellent condition; £495.

1955 model Land-Rover, seats in rear, outstanding condition; £465.

SIX months' guarantee, hire purchase.

COUNTRY enquiries welcome, representatives for all districts.—High Rd., South Woodford, London, E.18. Wanstead 0056. [C2039

1955 Land-Rover, one owner; £495.—Odeon Motors, Ltd., Bar. 1144. [C3028

1953 Land-Rover, very good condition, fitted heater, screen washer, etc.; £350 o.n.o.—Box 4198. [3838

1952 Land-Rover, one private owner, superb example.—G. & M. Alfreds (1936), Ltd., 6-7, Warren St., W.1. Euston 3268. [C1005

Land-Rover Cars Wanted

BUYERS of all models.—Searle, Ltd., 14, Bridge Rd., Chertsey. Tel. 2589. [W4069

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd.—The nation-wide Land-Rover specialists wish to buy Land-Rovers; country enquiries welcome.—High Rd., South Woodford, London, E.18. Wanstead 0056. [W2039

ROVER MISCELLANEOUS

H

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081). [0029/R

BEARTS, of Kingston, Rover Specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3348. [0080/R

Rover Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Rover required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

XXX Cash immediately for good Rover.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

Rover Spares and Service

KJ MOTORS, Ltd., parts, reconditioned units Girling and Radiomobile agents. Bromley, Rav 3456. [0968/R

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon.

LEATHWOOD'S GARAGES, Ltd., 367, Limpsfield Rd., Sanderstead. Tel. Sanderstead 4478. Main Rover dealers for Sanderstead. [0129/R

GULLIVER ENGINE SERVICE.—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.5. Gulliver 4604. [0582/R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spare and specialized service.—Tel. Datchet 54. [0047/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

SALMSON

£95!!!—Amazing value, 12 h.p. Salmson saloon, silky ride, 5 new tyres.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

SIMCA

H. C. PAUL, Ltd.

1955 (Dec., 1954) Simca saloon, grey, radio, small mileage; £545.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040

JACK ROSE, Ltd., offer:—

1955 Simca Aronde in dark blue, very clean inside and out, open to any examination; £615.—Stafford Rd., Wallington Surrey 6677 and Burgh Heath 2376. [C3055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SIMCA

1954 Aronde, low mileage, loose covers, one owner, immaculate: £535.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4061

1953 (December) Aronde, grey, heater, loose covers, 28,000 miles, good tyres, excellent condition; £495.

L. P. WARD, Ltd., Grange Road Garage, Thornton Heath. Tel. Tho. 5646. [C4043

CHOICE of 3 Elysee saloons, 80 mph, 35 mpg; trade enquiries invited.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx., or Tel. Perivale 5651. [0395/R

1956 Simca Elysee saloon, 4,000 miles, also 1955 Chatelaine Estate car, exceptional; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1954 Simca Aronde saloon, grey, fitted heater, unmarked; £495; part exchanges, deferred terms.—Mill Hall Service, 55, South Edwards St. (near Kensington High St.), W.8. Western 4351. [C3094

SINGER

DICKS

1951 Singer 9 sports tourer, full 4-seater; £295.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Gladstone 6304. [C1072

J. DAVY, Singer dealer.

1948 Singer 10, recent overhaul, details available, excellent value; £235.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

TOM GARNER, Ltd., offer:—

1956 Singer Hunter special saloon, blue, 600 miles only; £725.

1955 Singer Hunter de luxe saloon, black, 500 miles only; £845.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 Singer 10: £235.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

SINGER SM1500 1951; £315 o.n.o., beige, heater, spot light, new/bat., water pump, taxed.—Cli. 0843. [4019

1956 (May) Singer Hunter de luxe, 1,000 miles only, demonstration car, blue, white wall tyres, as new; £785.—Woking 3464. [3786

£445!!!—1952 Singer SM1500 de luxe saloon, immaculately finished black with beige hide interior, nominal mileage.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

1956 Singer Hunter de luxe saloon, silver grey and red interior, seat covers, etc., 7,000 miles, spare unused, beautiful condition; £715.—Robbins, East Putney. Tel. 7881. [C3010

145 gns.—Singer Super 10, 1947, saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SINGER S.M. saloons urgently wanted by Jack Pozner Automobiles, 395, Hendon Way, N.W.4. Hen. 8011-2.

Singer Spares and Service

THE Singer agents for spares, service, repairs.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 8291. [0754/R

MANCHESTER, South Lancashire, North Cheshire: specialized sales, service and spares facilities.—Distributors, Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4057). [0740/R

SPORTS CARS

B & G MOTORS offer:—

£225.—Riley 1100cc special 2-seater, first registered 1950, Martlett pistons, 4 Amal carburettors, new tyres.

£185.—M.G. 8 PA sports 4-seater, spotless red cellulose, engine just been completely overhauled including resleeve, crank regrind, new pistons, clutch relined, new camshaft bearings etc., etc.; bargain.

£160.—M.G. 8 PA special bodied 2-seater, again spotless red.

£140.—M.G. 12 Magnette NA sports 2-seater, new hood and tonneau.

£135.—M.G. 8 J-type 2-seater, green; really smart.

£105.—Singer 9 Le Mans type 4-seater.

£99.—M.G. 8 open 4-seater, black.

£89.—M.G. 12 open 4-seater, L type, black.

£89.—M.G. TF open 4-seater, green, loose covers.

£85.—B.S.A. Scout 10hp sports 4-seater, green.

£69.—M.G. 8hp sports 2-seater, 4 speeds.

£65.—Riley 9 Kestrel sports saloon.

£35.—Austin 750cc special 2-seater, red.

MANY others; easy terms.—B. & G. Motors, 194/8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

FIAT Balilla coupe with streamlined Italian body, registered 1939, 996cc ohv, 4-speed; £70.—Elmbridge 9839 daytime. [4072

LAMBS OF WOOD GREEN (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

SPORTS CARS

PERFORMANCE CARS, Ltd., select from their stock of 150 new and guaranteed used cars:—

ALLARDS, A.-Healeys, Bentleys, Jaguars, M.G.s, Renaults, Riley, Rolls, TR2; see respective columns.

ASTON MARTIN 2-litre saloon, black, 1938, £245: Aston Martin 11.9 International tourer, 1932, £145.

ALVIS 12/70 saloon, 14hp, black, 1938, £145; Alvis Silver Crest saloon, heater, black, 1937, £145.

AUSTIN A30 saloon 1954, choice of 2, from £375; Austin Nippy 2-seater 2hp, blue, 1933, £125.

CITROEN Light 15 saloon, black, 1949, £345; Citroen Light 15 de luxe saloon, 1949, £335.

COOPER Lea-Francis 1500, 1953, £395; Cooper M.G. 1500 sports, red, 1951, £395.

DELAHAYE 27hp sports saloon, black, 1938, £265; Delage D8/100 2-seater, blue/cream, 1935, £175.

DELLOW 1,172 2-seater, red, extras 1951, £295; Ford 1,172 Special 2-seater, blue, 1953, £295.

FORD 10 Prefect, recon. engine, 1947, £215; Frazer Nash Le Mans replica, £900 bills, 1952, £995.

FRAZER Nash Shelsey, Blackburn unit, black, 1935, £285; Fiat 600, new, unregistered, blue, £620.

HOTCHKISS Paris/Nice saloon, black, 1937, £175; Humber Snipe saloon, black, 1949, £165.

KIEFT J.A.P. 500 F111, ex-Don Parker, £285; Lagonda V12 drop head coupe, specimen, 1939, £395.

RENAULT Dauphine saloon, new, green, £769; Riley Pathfinder saloon, new, overdrive, cedar green; £1,475.

RILEY 2½-litre sports roadster, red, 1949, £440; Riley 16hp Big 4 sal., green, 1940, £225.

RILEY Lynx tourers, cream, 1935, 2 from £235; R.W.G.-Ford 11000 2-seater sports, 1951, £445.

STANDARD Family 8 saloon, heater, black, 1956, £465; Sunbeam Alpine 2-litre coupe, a/c, blue, 1954, £795.

IMMEDIATE hire purchase and insurance, cars and motor cycles taken in part exchange.

OPEN 9-7 week-days, 11-5 Sundays; illuminated all night.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041

Sports and light cars

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise them in "THE AUTOCAR" to ensure immediate results.

The Autocar

specializes in small h.p. cars as well as the larger types.

THE CHEQUERED FLAG (sports car specialists), 669, Fulham Rd., S.W.6. Renown 6105.

M.G. J2 8hp 2-seater, green, 1953, £85; M.G. PA, 2-seater, red, 1934, £155.

RILEY Lynx 12/6 tourer, red, fine order, 1934, £95; Rover 10hp sports-tourer, black, 1932, £95.

LAGONDA 2-litre 16/80 Vanden Plas tourer, red/black, 1933, £95; Singer 9hp genuine Le Mans 2-seater, red, truly excellent, £185.

ASTON Martin 1½-litre Le Mans short 2/4 tourer, cream, sound throughout, 1933, £245.

M.G. TA 10hp 2-seater, choice 2 excellent 1938 cars, cream or blue, £225.

RILEY Imp 9hp 2-seater, really superb in red, hydraulics, 2 or 4 carbs, 1936, £295.

RILEY Lynx 12/4 tourer, dual green, Sprite engine, immaculate throughout, 1937, £295.

MORGAN 4/4 2-seaters, choice two, 1948, cream, and 1949, dark blue, both excellent, from £275.

M.G. TC 2-seaters, choice three, 1947, pale green, £325; 1948, dark green, £355; 1949, red, £345.

HILLMAN Minx convertible, pale blue, beige upholstery, one owner, November 1952, £435.

M.G. TD sports 2-seater, spotless in ivory/green leather, one owner, June 1953, £465.

JUPITER convertible, unblemished in green, new SIII unit, 1956, radio, heater, etc., £515.

M.G. TF 1,500 2-seater, unscratched in black, with beige leather, extras, 1955, £625.

MORGAN Plus 4 2-seater, tuned TR2 unit, dual colours, one owner, 1956 model, £645.

VOLKSWAGEN, fully modified, very fast, sun roof, radio, heater, etc., one owner, £655.

TR2, choice two specimen examples, black or green, both mid 1954, from £635.

TR2, unmarked in black/blue trim, overdrive, radio, heater, one careful owner, 1955, £750.

AUSTIN Healey 100, as new, in ivory/red leather, hard top, overdrive, radio, heater, Le Mans kit, 1955, £525.

GRAHAM A. WARNER will be pleased to furnish particulars of any of the above, or of others available; deferred terms, insurance and part exchanges a pleasure.

THE CHEQUERED FLAG (sports car specialists), 669, Fulham Rd., S.W.6. Renown 6105. [C1124

3½-litre Bentley sportsman's coupe by James Young & Co., 22 m.p.g., 1934, amazing chassis; bargain £385.

SPORTS CARS

ROWLAND SMITH'S for Sports Cars.

525 gns.—Jaguar, late 1952, XK120 super sports 2-seater.

395 gns.—Healey, 1950, 2½-litre sports 4-seater, radio, heater.

365 gns.—A.C., 1950, 2-litre sports tourer.

365 gns.—Lea-Francis, 1949 series, (Earls Court Show Model), 14 h.p. sports 2-seater.

365 gns.—Morgan 4/4, late 1950, sports 4-seater, all-over tonneau.

325 gns.—Jaguar 100, 1938, 2½-litre super sports 2-seater.

295 gns.—Frazer Nash-B.M.W., 1938, 2-litre 328 sports coupe.

295 gns.—M.G. Midget, late 1947, TC 2-seater, aero screens, tonneau cover.

195 gns.—A.C., 1937, 16/60 h.p. sports 4-seater.

195 gns.—Allard, 1948, sports 4-seater, concealed hood.

195 gns.—Lancia Augusta, late 1934, special sports 4-seater.

175 gns.—Aston Martin, 1930, 1½-litre short chassis sports 2-seater.

165 gns.—M.G., 1939, 2.6-litre sports 4-seater, radio.

165 gns.—Singer 9, 1940, 2/4-seater sports roadster. Terms; exchanges; list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE are interested in the purchase of all types of sports cars and drop head coupes in first-class condition only.—38/52, Dudden Hill Lane, N.W.10. Willesden 4869. [W4017

MERCURY MOTORS wish to purchase good used M.G.s and Morgans of most types.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middlesex. Wembley 6058-9. [W3014

J. H. BARTLETT will pay more for all types of good sports cars.—27, Pembridge Villas, W.11. [W1013

XXX Cash immediately for good Sports Cars.—H. F. Edward's, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. [0753/R

STANDARD 8

BROOKLANDS, retailers.

1956 Standard 8 saloon de luxe, grey, pre-increase price.

SHOWROOMS open until 7 p.m. Saturdays 6 p.m.

103, New Bond St., London, W.1. Mayfair 8351. [C1029

CMI CAR SALES (Pri. 6623):

1955 Standard super 8, heater, one owner, low mileage, taxed year; £475.

3 MONTHS' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:

1956 Standard 8 family saloon, grey, red Vynide upholstery, 9,000 miles, taxed end of year; £475.

1955 Standard 8 family saloon, black, blue Tygan upholstery, fitted heater and spotlamp, taxed end of year; £450.

BERKELEY SQUARE, London, W.1. Grosvenor 4343. [3942

GEORGE BOYLE (SPORTS CARS), Ltd. (conversion for Standard 8 and 10hp).

COMPLETE modifications to engine, twin carburettor, etc., including our latest modified exhaust manifold as supplied to Standard Motor Company for their winning rally cars.

MESSRS. GEORGE BOYLE (SPORTS CARS), Ltd., Wheatsheaf Garage, Parkgate Rd., Gt. Mollington, Nr. Chester. Tel. Gt. Mollington 353-4-5. [9969

STANDARD 8 saloon, 1947, excellent condition; £195 or offer.—Box 4203. [3881

ALEXANDER Laystall Hj-Power conversions for Standard 8, amazingly improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094

1955 Standard 8hp saloon, grey, red interior, heater and other extras, 18,000 miles, one owner; £425.—Robbins, East Putney. Tel. 7881. [C3010

1955 (October) Standard 8 saloon de luxe, grey, one owner; £440.—Vandervells, 213, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1956 Standard Super 8 black, red interior, heater, taxed, insured, perfect condition; £500.—Ashcroft, 27, Buckingham Rise, Allesley Park, Coventry. [3951

PRIDE & CLARKE.—1955 Standard 8 saloons, low mileage, heater, from £429; 1954, low mileage, heater, from £399.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1956 (May) Standard Eight saloon, grey, red interior, at £70 under current list price, 3,000 miles only, one owner, as new; £495.—Hillwood Motors, Mill Hill (London) 4232. [C2108

1947 Standard 8 open 4-seater, fully equipped with new hood and side curtains, excellent performance; £165, terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

1947 Standard 8 saloon, black, brown upholstery, engine just overhauled, immaculate condition; £225; terms, part exchanges.—Harry Davies Car Sales, 128/132, Manor Park Rd., Harlesden, N.W.10. Elgar 2707. [C1117

1956 Standard 8 de luxe saloon, works mileage, grey with red leather, fitted heater, £595; a saving of £50 on current list price.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 10

H. BEART & Co., Ltd., offer:—

1955 Standard 10 de luxe saloon, grey with red, blue upholstery, heater, 4,000 miles; £545. heater, one owner, as new throughout; £495.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3348. [C1081

WARWICK WRIGHT, Ltd., offer:—

1955 (November) Standard Super 10 saloon, black, blue upholstery, heater, 4,000 miles; £545. WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:

1956 (July) Standard Super 10, blue, fitted heater and windscreen washer, very low mileage; £600. BERKELEY SQUARE, London, W.1 Grosvenor 4343. [3943

1955 Standard 10; £495.—New Cross Car Mart, Tideway 2908. [C3084

ALEXANDER Laystall Hi-Power conversions for Standard 10, amazingly improved performance and economy; send for data sheets and road tests. ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094

1955 Standard 10 de luxe, 4,000 miles, one owner; £550.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 6151. [C2110

1955 Standard 10 4-door saloon, 2-tone blue and black, low mileage, fitted heater, taxed year, a most attractive little car; £495.—Below.

1954 (Nov.) Standard 10 4-door saloon, black, low mileage, taxed year; only £450.—Coles Garage, Ltd., 42, Worple Rd., Wimbledon 0195. 13-14, Castle Parade, Ewell 2395. [C1054

1956 Standard Super 10, heater, leather, Undersealed, 6,000 miles; £560, o.n.o.; owner going abroad.—Tel. Frensham 617. [3855

1956 Standard Super 10 saloon, 8,000, magnificent, guaranteed; £550; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1955 Standard Super 10, elfin green/red, heater, low mileage, excellent value; £545; exchanges.—Naylor & Root, Ltd., Clapham Junction, S.W.11. Battersea 2252. [C3022

1955 (June) Standard 10 saloon, 4,000 miles, one owner, heater, taxed year; £495; exchanges, h.p.—11, Perrymead, Prestwich, Manchester Tel. Prestwich 2057. [C2082

TANKARD & SMITH, Ltd., offer 1955 Standard 10 de luxe saloon, grey/red, one owner, heater, immaculate condition; £540; 3 month's written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

495 gns.—Standard 10, late 1955, saloon, leather, heater, one owner, small mileage, spare unused; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Standard 10 Cars Wanted

1954-1955 Standard 10 wanted urgently.—Gardner & Co. (London), Ltd., Hendon 3359. [W2074

ALMOST new Standard 10 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

STANDARD 12

1947 Standard 12, heater, taxed; £270.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

£259—1946 Standard 12, immaculate condition; genuine bargain; choice of two.—G.P. (Balham), Ltd., 2a, Balham Hill, Balham, S.W.12. (100 yards Clapham South Tube). Batt. 1107. [C2024

STANDARD 14

1947 Standard 14 saloon, black, good condition; £275.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1948 Standard 14 sunshine saloon, grey with blue leather, good; £215.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4492. [C3059

STANDARD VANGUARD

L. F. DOVE offer:—

1954 Vanguard Estate car, blue, excellent condition, radio and heater; £555.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

PEDIGREE CARS offer:—

STANDARD Vanguard 4-door estate, choice of several. See under Utility Cars for sale.—340, Euston Rd., N.W.1. Euston 7889. [C3093

COMPTON & FULLER, Ltd., offer:—

1953 (Sept.) Standard Vanguard, Phase II, heater, overdrive, exceptional; £499.—Odeon Parade, Elmers End, Beckenham. Bec. 3570. [C1110

BROADWAY MOTORS, HOUNSLOW, offer:—

£825!!—1958 Phase III Vanguard, duo-tone, blue/beige, red interior, only 3,000 miles, absolutely as new.—Hanworth Rd., Hounslow, Middx. Hon. 0175/9309. [C1113

WILLIAM GORDON CARS OF COVENTRY offer:—

9000 genuine miles.—1955 (late) Standard Vanguard Phase II, finished elfin green, red interior, heater, spare and tools unused, new condition; £625; terms and exchanges.

WILLIAM GORDON CARS, Sovereign Road Garage, 265, Sovereign Rd., Earlsdon, Coventry. Tel. Coventry 62813 and 68349. [C2102

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:

1955 (Feb.) Vanguard Phase II saloon, black, fitted heater, low mileage, taxed to end of year; £600.

1954 Vanguard Phase II saloon, black, leather upholstery, fitted radio and heater, low mileage, taxed to end of year; £650. BERKELEY SQUARE, London, W.1. Grosvenor 4343. [3941

STANDARD VANGUARD

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1952 Standard Vanguard utility, r. & h.; £325.—355, High Rd., Wembley, Middx. Tel. Wembley 4421. [C4015

1954 Standard Vanguard saloon, blue, red upholstery; £575.—Park 5077. [C3030

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227/8.

1953 (Oct.) Standard Vanguard, blue with blue leather, radio, heater, overdrive, etc., in excellent condition throughout; £525. [C3099

1952 Standard Vanguard, overdrive, in very good condition throughout; £389.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, NW.3. Hampstead 8676/7779. [C4016

1952 Standard Vanguard saloon, grey, heater; £350.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1952 Vanguard saloon, overdrive, excellent condition; £375.—Regent Lion Group, 26, Queensway, W.2. Bayswater 0136. [C1015

1956 (April) Standard Vanguard, 3,000 miles only, heater, radio, overdrive. Undersealed; this car cost new £1,075; our price £875.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016/1

1954 (December) Standard Vanguard Phase II saloon, colour grey with red interior, fitted heater, only one owner, 17,000 miles; £550.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2 Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1952 Vanguard 4-door Estate, grey, leather, radio, heater, overdrive, link mats, taxed; £450.—Forest Hill 1345. [3857

1953 Vanguard utility, guaranteed; £285; payments.—Oldfield 386, Kensington High St., W.14. Wes. 6631. [C3029

1953 (September) Vanguard Phase II saloon, stone grey and blue, red interior, heater and radio, one owner; £500.—Robbins, East Putney. Tel. 7881. [C3010

£335.—1950 Standard Vanguard, one owner, radio, heater, taxed year, excellent condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1956 Phase III Vanguard, overdrive, heater, radio, windscreen washers, wing mirrors, 4,000 miles, perfect condition, garage maintained; £850.—Hoddesdon 3814. 9 a.m.-5 p.m. [3683

1954 Vanguard saloon, immaculate, black with red interior, heater, new tyres, wing mirrors; sensible price for quick sale £500.—Davie, Royal Gatehouse Hotel, Tenby. [3981

1952 Estate car, heater, radio, loose covers, special roof rack fitted, flat platform and steps for use for camera work; whole car in first-class condition; £425.—Motorwork (Chalfont), Ltd., Gerrards Cross 2051. [3966

595 gns.—Standard Vanguard, 1955, Phase II saloon, Salvador blue, heater, wing mirrors, one owner, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 model Vanguard, heater, leather, new tyres, fitted '55 series front grill, etc., excellent condition throughout; £355; h.p. terms and exchanges.—E.R.C. Services, 5, Summerland Gardens, Muswell Hill, N.10. Tudor 8073. Fitzroy 0293. [C2095

STANDARD Vanguard Estate, 1953 chassis with a 1955 body fitted, finished in metallic grey, with red leather upholstery, 16,000 miles only, in superb condition; £495; H.P. terms; part exchanges welcome.—Phillips Motors, 77 Chalk Farm Rd., N.W.1. Primrose 6660. [C3106

PHASE II Standard Vanguard saloon, in Comet blue with red leather trim, company director's personal car that has been regularly maintained and kept spotlessly clean from new, total mileage 5,600 only, fitted heater, spare wheel unused, condition equal to new in all respects, date of original registration September 2nd, 1955; £595, hire purchase terms available, part exchange considered.—Chesterfield Motors, 115, Regents Park Rd., London, N.W.1. Primrose 6644. [4042

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

STANDARD Vanguard 4-door estate urgently required for cash.

PEDIGREE CARS, 340, Euston Rd., N.W.1. Euston 7889. [W3093

ALMOST new Vanguard required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

PRIVATE buyer wishes to purchase Standard Vanguard 4-door estate car, must be in really excellent condition, price about £400.—Details to Sutcliffe, 258, Bromley Rd., Shortlands, Kent. Rav. 7489. [3892

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

XXX Cash immediately for good Standard.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

Standard Spares and Service

BAKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares; sales and service.—209, Balham High Rd., S.W.17. [0522

LARGE stockists for Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 2. Tel. 29439. [0301/R

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [0050/R

Standard Spares and Service

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 322). [0359/R

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. [0253/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders despatched immediately.—39-43, Eden St., Kingston. Kin. 3151-6. [0386/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed 3 months; Girling and Bendix stockists.—314, Regent Park Rd., Church End, Finchley. Finchley 5908-9. [0002/R

STUDEBAKER

SIMPSON'S offer:—

1953 Studebaker 2-door, overdrive, r. & h., all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

1952 Studebaker Champion, perfect throughout; £595.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1953 Studebaker, Farina body, radio, loose covers, etc., in immaculate condition throughout.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016/1

1949 Starlight saloon, radio, heater, overdrive, reconditioned engine; £525.—Joe Thompson Motors, Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Studebaker buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

Studebaker Spares and Service

EXCHANGE engines and overdrive gear box, including hydramatic on post-war vehicles; technical service available.

ALLIANCE AUTO Co., 50, Parsons Mead, West Croydon, Surrey. Croydon 1866. [0763/R

SUNBEAM

ROOTES HAVE available a range of Sunbeam cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0111/R

TOM GARNER, Ltd., offer:—

1956 Sunbeam Rapier saloon, black/grey, 2,000 miles only; £945.

1955 Sunbeam Mk. III convertible, Alpine mist, heater, radio, many extras, nominal mileage; £895.

1956 series Sunbeam Mk. III saloon, grey/blue, heater, overdrive, 9,000 miles only; £1,135.

1955 Sunbeam Alpine roadster, Alpine mist, heater, radio, overdrive, many extras, 15,000 miles, condition exceptional; £1,085.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

CHARLES FOLLETT, Ltd., offer:—

1955 Sunbeam convertible, metallic blue, 17,000 miles, heater exhibition condition; £975.

SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

GLANFIELD LAWRENCE offer:—

1956 (July) Sunbeam Rapier, pippin red and pearl grey, overdrive, screenwash, under 3,000 miles; £965.—407, High Rd., N.112. Finchley 0091. [C2053

WARWICK WRIGHT, Ltd., offer:—

1955 ((October) Sunbeam Rapier saloon, grey and blue, radio and heater, 12,000 miles; £925.

1954 (December) Sunbeam Mark III saloon, black, red upholstery, heater, 8,000 miles; £1,025.

1955 Sunbeam Mark III overdrive saloon, grey, red upholstery, radio and heater, 10,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

SUNBEAM Rapier, only 800 miles, pearl grey/summer blue, virtually a new car; £950.—Winchester 2398. [3753

SUNBEAM Mark III 1955 saloon, 2,700 miles, as new, heater, wing mirrors; £975.—6, Heathdene Rd., Wallington. Wall. 5142 [3874

1955 (June) Sunbeam Mark III convertible, overdrive, radio, heater, excellent condition; £925.—Walton-on-Thames 4233. [3940

1955 Mark III convertible, crystal green, 14,000 miles, new condition, heater, seat covers, etc.; £945.—Mervyn Austin, Kensington 8862. Welbeck 6655. [3580

1955 90 Mark III, 8,000 miles, overdrive, heater, loose covers, one owner, as new; £1,065.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254 [C4081

11000 miles!!—1954 (June) Sunbeam Alpine, mist blue, red leather, black hood, tonneau cover, extra rubber mats, heater, overriders, Ace Rimbellishers, taxed year, most carefully maintained as new by original owner; unrepeatable at £875.

300 miles!!—1956 (August) Sunbeam Mk. III saloon, grey, £60 extras, cost £1,320, taxed year; special offer £1,195.

£995.—1955 (Feb.) Sunbeam Mk. III convertible with overdrive, grey, red leather, fitted heater, rev. counter, twin Marchal spot lights, badge bar, excellent tyres, genuine low-mileage one-owner car, in immaculate condition, taxed year.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM

1955 convertible coupe, black, blue interior, overdrive, heater, radio; £950.—Motorwork (Chalfont), Ltd., Gerrards Cross 2051. [3965

1955 Sunbeam 2½-litre Mk. III convertible coupe, metallic blue/grey hide, new set of Regency covers fitted, overdrive, etc.; £945.—Central Newbury Car Auctions, Ltd., Newbury. Tel. 2003. [3087

Sunbeam Cars Wanted

ALMOST new Sunbeam required immediately.—A. Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

SUNBEAM ALPINE

SUNBEAM Alpine Mk. III, November 1954, in red leather and Alpine mist, Laystall tuned engine, overdrive, heater, radio and every conceivable extra, immaculate, taxed; £795.—Apply Pondtail Garage, Fleet, Hants. H.P. and exchanges welcomed. Tel. Fleet 9. [3715

SUNBEAM-TALBOT

A1 at Brown's.

1951 (June) Sunbeam-Talbot 90 saloon, blue with interior to match, heater, extras, taxed year, beautifully kept and maintained, and in faultless condition throughout, A.A. or R.A.C. inspection welcomed; £495 secures.—W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

KNIGHTSBRIDGE offer:—

D.H.C. Sunbeam-Talbot 1953 Mk. IIa, heater, 2 owners, very good condition, guaranteed; £635.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036

GLANFIELD LAWRENCE offer:—

1954 Sunbeam-Talbot Mark IIa, metallic grey, low mileage, extras; £745.—407, High Rd., N.12. Finchley 0091. [C2053

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark IIA saloon, Alpine mist, red upholstery, heater, 16,000 miles; £795.

1954 Sunbeam-Talbot 90 Mark IIA convertible, green with green upholstery, radio and heater, 19,000 miles; £795.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PETER BANTOCK CAR SALES offer:—

DECEMBER 1951 Sunbeam-Talbot 90 convertible, thistle grey with red hide upholstery, just fitted with new red hood; this attractive car has had one owner since new and has only done a moderate mileage; £525.—104, High Rd., Chiswick 2725/5870. [C1014

PARADE MOTORS (MITCHAM), offer:—

1949 Sunbeam-Talbot 80, fitted radio, heater, black, in really outstanding condition; £385.

66—67, Monarch Parade, Mitcham. Mit. 3392/7188. [C3036

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227/8.

1952 Sunbeam-Talbot 90, heater, excellent condition throughout, one owner; £485. [C3099

1950 Sunbeam-Talbot 90 drop head coupe, black, brown leather, heater; £450.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 9059 and 5306. [C4074

£485!!!—1951 Sunbeam-Talbot 90 drop head coupe Mark II, excellent order.—Below.

£555!!!—1952 Sunbeam-Talbot 90 Mark II convertible, absolutely unblemished condition, very fast, fully equipped.—Below.

£695!!!—1952 Sunbeam-Talbot 90 Mark IIa convertible, careful private owner, literally immaculate.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1951 Sunbeam-Talbot 90 saloon, green, 37,000 miles, heater; £495.—Livingstone 4157. [3872

1950 Sunbeam-Talbot 90 drop head in excellent condition throughout; £415.—Cavendish Motors, Cavendish Rd., N.W.6. Wil. 0046. [C1121

1951 Sunbeam-Talbot 90, radio, heater, gunmetal grey, small mileage, one owner; £450.—Maida Vale 4801-2-3. After 6.30 p.m. Primrose 4569. [3946

1939 3-litre Sunbeam-Talbot overhauled, exceptional, perfect running order and condition; £150.—33, St. Michael's Ave., Bishops Cleeve, Cheltenham. [3873

£525!!!—Sunbeam-Talbot 90 saloon Mark II series 1952, fitted heater, windscreen washers, Regency tartan seat covers, extremely fine condition all-round, one owner.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

1954 Mark IIa Sunbeam-Talbot saloon, Alpine mist with red leather, 21,000 miles, fitted heater, one owner from new; £765.—Coventry & Jeffs, Ltd., Bristol 20091. [4069

1947 Sunbeam-Talbot 10 saloon, in excellent condition throughout; £345.—Swandean Car Sales, Ltd., Arundel Rd., Worthing. Tel. Swandean 1795. [3970

1954 Sunbeam-Talbot 90 saloon, cream with red upholstery, new tyres, heater, twin spots, seat covers, Ace Rimbellishers, one owner and perfect; £730.—Tel. Erith 2206 daytime, or 34, Lessness Park, Belvedere, Kent. [4016

1954 Sunbeam-Talbot convertible, excellent condition, one owner, Undersealed, heater, windscreen washers, servicing record available, reluctant sale, estate car needed; £725.—Lees, Park House, Shaw, Oldham. Shaw 7329. [4027

£395.—1949 Talbot 90 sports saloon, original property of very eminent figure, black, heater, spots, etc., beautiful condition throughout.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422. [C2093

TANKARD & SMITH, Ltd., offer 1948 Sunbeam-Talbot 2-litre saloon, black/beige, 45,000 miles, really fine example of this superb car; £345; three months' written guarantee.—194-196, Kings Road, Chelsea, S.W.3. Flaxman 4801. [C4025

SUNBEAM-TALBOT

495 gns.—Sunbeam-Talbot 90, 1952 model, Mark II foursome drop head coupe, grey, grey leather, radio, heater, new hood, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR, Ltd., buy Sunbeam-Talbots.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ALMOST new Sunbeam-Talbot required immediately.—76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

XXX Cash immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005

URGENTLY required, 1950-56 Sunbeam-Talbot saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109

TALBOT

£65.—Talbot 105 coupe, over 100mph, 1936.—Kerr, Riverwoods House, Marlow, Bucks. [3785

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots, 27, Southfields Rd., S.W.18. Vandyke 1612. [0696/R

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0863/R

TRIUMPH

SLOCOMBES, Ltd.

1954 TR2, white, excellent mechanical order, fitted heater; £595.

1955 TR2, immaculate, white, under 8,000 miles, one owner; £725; terms, part exchanges.—Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

JACK BOND offers:—

£365.—1951 series Mayflower beautiful condition.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079

L. F. DOVE, offer:—

1956 TR2, 2,000 miles only, midnight blue with white interior, rad. grille, wire wheels with Whitewall tyres, tonneau cover, fog lamps, owned by well known sportsman, the only car of its kind; £900.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

RAYMOND WAY OF KILBURN.

1955 Triumph TR2, in Jaguar white with red seating and black Vyanide hood, mileage 12,000, one fastidious owner since new, fitted heater; 699 guineas.

OPEN 9 a.m. to 8 p.m. 6 days a week. Maida Vale 6044. [C4047

J. DAVY, Standard and Triumph agent.

1955 TR2, one owner, heater, wing mirrors, screen washers, tonneau cover, Michelin X tyres.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

GUY SALMON AUTOMOBILES offer:—

1951 Triumph Renown grey/grey leather, radio, very sound condition; £395.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENDON CENTRAL GARAGE, Ltd., offer:—

1955 (December) TR2, British racing green, fitted heater, many extras, 12,000 miles, one owner; £725.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:

1956 (May) Triumph TR3, B. r. green, leather upholstery and fitted with overdrive, 5,000 miles, taxed end of year £875.

BERKELEY SQUARE, London, W.1. Grosvenor 4343. [5944

1949 Triumph Renown, fitted reconditioned engine, sound throughout; £345.

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C3099

1949 Triumph 2000 razor edged saloon, very good condition throughout; £299.

SCOTT CARS, 341,347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1951 Triumph Mayflower, heater, very clean and sound, 3 months' guarantee; £365.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [3963

1955 Triumph TR2, heater, Ace Turbo discs, Mich. X tyres, etc., white and blue; £695.

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C3099/1

TR2 Specialists.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841.

TR2 1955, green, one owner, full tonneau, £735; 1949 2000 Roadster, green, specimen; £385.

TR2 1955, red, one owner, heater, specimen, £735; 1947 1800 Roadster, recon. engine, £365.

TR2 1955, pearl white, full tonneau, £615; 1946 1800, grey, heater, many extras, £345.

TR2 1955, white, one owner, leather, full tonneau, drive, tonneau, etc.; £775.

TR2 1955, ex works team car, wire wheels, overdrive, tonneau, etc.; £775.

TR2s and Roadsters urgently wanted; inspection anywhere.—See also under "Sports Cars." [C3041

£395!!!—Triumph 1800 Roadster coupe, whole car immaculate, Vynide hood recently fitted.

LAMBS OF WOOD GREEN (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

TRIUMPH

1956 TR2, red, definitely like new, would exchange for saloon; £749.—Archway 1847. [4061

1949 black and red Roadster 2000s, respectively £400 and £375.—Eton Garages, Windsor 2782. [3973

1938 Vitesse 2-litre saloon, fitted with radio, four new tyres and many extras; £90.—Tel. Battersea 1245. [3758

TR2 '54, tuned, just decarbonised, dual colours, new tyres, extras; £625.—K. Jack, Knightsbridge 6988. [4058

1954 (July) TR2, taxed, perfect; £595.—Bruce French, 8a, Cromwell Mews, South Kensington. Flaxman 0513. [C2096

TRIUMPH TR2, geranium red, heater, many extras, never raced; £585; h.p. and exchanges.—Nash, Capilano, West Clandon, Surrey 3130. [4066

1949 Triumph Roadster 2000, heater, spot lights, a fine car; bargain at £350 or near offer.—Fountain House, Newport, Pembs. Tel. 275. [4068

1955 TR2, immaculate, 14,000 miles, one owner, heater, full tonneau, screen washers; £650.—Howard, 25, Alcester Rd., Sale. Tel. 6055. [3978

1955 TR2, pearl white/red leather, 5,000 miles only, condition as new; £785.—Central Newbury Car Auctions, Ltd., Newbury. Tel. 2003. [3088

1949 Triumph Roadster, opalescent blue, taxed year, excellent condition all round, uses no oil; £325.—147, High Rd., W.4. Chiswick 0150. [4044

£330.—Triumph Roadster 1947, exceptionally good condition, new roof.—Burrill, 98a, Philbeach Gardens, S.W.5. Fre. 8726. [4012

1955 TR2, white, 15,000 miles, heater, spot lamps, Mercury discs, part exchanges considered; £665.—Tel. Woking 4794. [4020

1948 1800 Roadster, grey, radio, spotlight, demister, excellent condition; £370.—"Gorsewood," Barnetwood Rd., Hayes, Kent. Hurstway 1344. [4023

1948 Triumph 1800 Roadster, radio, heater, excellent condition throughout; £375.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068

TR2 1955, red/fawn, overdrive, Michelin X as new; £745.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1955 TR2, finished red, radio, heater, wire wheels, tonneau, Michelin X, etc.; £695.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2. [C2073

1939 (September) Triumph Dolomite Royal saloon, triple S.U. carburettors, complete with spare engine, gear box and radiator; £250 or near offer.—Box 4209. [3918

TRIUMPH Dolomite sports roadster, superb engine and condition, many extras, exceptional performance, 1939 model; £195 o.n.o.—14a, Margaret St., Brighton, Sussex. Brighton 61784. [3815

ARCHIE SIMONS & Co., Ltd.—1953 Triumph Renown, colour black, fawn leather upholstery, fitted heater, nominal mileage, one owner only, immaculate; £485.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

1949 Triumph 2-seater 2,000 cc Roadster, recently overhauled with recon. engine, guaranteed; £425; exchanges and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968 [C3054

TRIUMPH Roadster 2000 series, recon. motor just fitted, brakes relined, new plastic hood, this car is in really immaculate condition; £375; terms, exchanges.—Mornington Motors, 41-47, Camden High St., N.W.1. Euston 6658. [3920

1951 Triumph Renown, black, beige leather upholstery, fitted division, will make ideal hire car, fitted heater, many extras; £385; h.p. terms, part exchanges welcomed.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6660. [C3108

ROSE & YOUNG, Ltd., offer 1956 (May) Triumph TR2 sports, fitted overdrive on all gears, turbo discs, tonneau cover, immaculate, radio; £845.—66/69, Sternhold Avenue, Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464 and 8182.

£398.—Triumph 1800 Roadster 1948, superb original condition, careful owner, new hood, choice 2; we welcome A.A. or R.A.C. exams.; money back exchanges, H.P., etc.—Benmotors, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7. [C1017

£610.—TR2, 1954, B.r.g., leather, almost new Michelin X tyres, spotlamps, screenwasher, perfect condition, taxed Dec.; h.p. arranged; exchanges at The Midland TR2 Specialist.—Jones' Garage, Syston, Leics. [3953

1946 (October) Triumph Roadster, immaculate in cream with blue leather and black hood, recent engine overhaul not yet run in, thoroughly sound throughout; £325.—Apply Pondtail Garage, Fleet, Hants. H.P. and exchanges welcomed. Tel. Fleet 9. [3714

'55 TR2, one owner, 15,000 miles, spare unused, white, overdrive, heater, windscreen washers, sliding side screens, tonneau cover, taxed for the year; £795; choice of two, 1955, B.R. green, £745.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.,

FOR your immediate purchase of your Triumph TR2.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

MARSTON MOTORS Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

ALMOST new Triumph required immediately.—A. Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Triumph Cars Wanted

XXX Cash immediately for good Triumph.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

WANTED.—1956 TR3, one owner, mileage under 10,000, with overdrive, must be as new.—J. E. Green & Co., 87, Queen St., Newton Abbot. Tel. 653. [3822

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-45, Eden St., Kingston-on-Thames. Kingston 5151-6. [0918/R

BASIL ROY, Ltd., Triumph spares stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R

TRIUMPH specialists; full stocks of spares for pre-war models and first-class service facilities.—Newnhams, Hammersmith Broadway, W.6. Riv. 4646.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R

UTILITY CARS

G. S. HALL, offer:—

£525!!—1956 Thames 5cwt Martin Walter utility, de luxe conversion, similar to Escort, only 2,000 miles, duo-tone grey.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100

COACHCRAFT offer:—

£395.—1953 Vanguard 4-door estate brake (maker's body, not a conversion), very attractive appearance and in first class order throughout; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773-4. [C1053

PEDIGREE CARS offer:—

1956 Hillman Husky, as new; £525.

1955 Vanguard 4-door estate; £650.

1954 Vanguard 4-door estate; £550.

1953 Vanguard 4-door estate; £485.

1953-4 Austin Hereford, Stanhope body; £435.

1951 Humber Pullman 4-door, 9-passenger, special-built utility; £495.—340, Euston Rd., N.W.1. Euston 7889. [C3093

ELM AUTOSALES offer:—

1954 (model) Austin A40 Countryman, one owner, 10,000 miles, fitted heater, finished in beige, quite unmarked and as new, private use only.

ELM AUTOSALES, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

1954 Hillman Minx estate car, kept in really wonderful order, fitted with heater, perfect interior condition; £565.

1952 Standard Vanguard estate car, very clean bodywork and interior upholstery, genuine 4-door bodywork; £445.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [C2008

BUNTINGS MOTOR EXCHANGE for Utilities, all makes, Bradford specialists, list on request.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

A40 utility 1952, panelled roof, lined inside, chrome bodywork spotless; £355 o.n.o.; h.p.—Greenwich 0358. [3875

1955 Morris Utility, 9,000 miles, colour grey; £400.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181. [C4051

A Z MOTORS offer 1950 A70 wooden Countryman, remarkable value; £299! Also 1947 (regd.) Hillman 10; £125!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1947 Bedford 12hp utility Martin Walter conversion, very clean; £220.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071

1956 Bedford Dormobile by Martin Walter, registered December 1955, 5,000 miles, excellent condition; £600.—Snell, Lonsdale Gardens, Tunbridge Wells 3431. [4074

BEDFORD Dormobiles by Martin Walter; a few low-mileage models in stock.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

G & M ALFREDS (1936), Ltd.—1956 A30 estate car, 9,000 miles, as new; 1952 Austin A40 Countryman; 1953 Austin A70 pick-up, above average; 1955 series Morris Minor estate car. Undersealed; 1949 Lea-Francis, oak built utility, reconditioned engine, one owner, guaranteed.—6-7, Warren St., W.1. Euston 3268. [C1005

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALL estate cars urgently wanted, highest cash prices paid.

PEDIGREE CARS, 340, Euston Rd., N.W.1. Euston 7889. [W3093

BEDFORD Dormobile by Martin Walter wanted.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018

ESTATE CARS, Ltd., the utility specialists, urgently require Countryman estate cars and shooting brakes of all makes and sizes, good prices paid.—221, Upper Richmond Rd., S.W.15. Putney 2276-7. [0572/R

VAUXHALL 14

VAUXHALL 14, J type, reconditioned engine, interior relined, excellent condition; £260.—Ewell 5593. [3847

175 gns.—Vauxhall 14 late 1946 saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

VAUXHALL WYVERN

CAR MART, Ltd.

£620.—Vauxhall Wyvern saloon, heater, first registered February, 1955.

CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [C1039

CROYDON AUTOMOBILE Co., Ltd., offer:—

1955 Vauxhall Wyvern, grey, red upholstery, heater, spotlights, low mileage, immaculate, guaranteed; £625.—London Rd., W. Croydon. Tho. 3686 (10 lines). [3884

£375!—1950 2-colour Wyvern, excellent condition.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1951 Vauxhall Wyvern saloon, black, recon. engine, good condition throughout, guaranteed; £395.—Kings Motors, 1, High St., Hounslow. Tel. 3532.

1955 model, one private owner, radio, heater, many other extras, exceptional throughout; £615.—Davies Motors, 273, London Rd., Staines. Tel. 4211-5. [C1080

1956 Vauxhall Wyvern, 4,700 miles only, absolutely as new, fitted heater, spotlight, parcel tray, taxed year; £695.—Birch's Garage, Ltd., Victoria Rd., Cambridge 4589. [3995

1954 Vauxhall Wyvern saloon, heater, etc., excellent example, £545; also choice of one-owner 1953 Wyvern, in excellent order, at £485.—Jennings, Richmond (Surrey) 3368. [C3103

VAUXHALL VELOX

A1 at Brown's.

1954 (May) Vauxhall Velox saloon, black, red interior, heater, extras, carefully used, and practically unmarked, 22,000 miles only; £550 secures.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

H. C. PAUL, Ltd.

1955 Vauxhall Velox, mileage 11,000, excellent condition; £635.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040

G. S. HALL, offer:—

£545!!—1954 Velox saloon, black, red interior, one owner, fastidiously maintained.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100

H. A. SAUNDERS, Ltd., offer:

1954 (1955 model), black, red upholstery, heater, recorded mileage 21,900; £585.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

H. BEART & Co., Ltd., offer:—

1954 model Vauxhall Velox, finished in green with green upholstery, heater, mats, covers, immaculate; £525.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

GLANFIELD LAWRENCE offer:—

1956 (May) Vauxhall Velox, cobalt blue, two tone interior, heater, genuine 4,000 miles, absolutely like new; £745.—407, High Rd., N.12. Finchley 0091. [C2053

GUY SALMON AUTOMOBILES offer:—

1956 (series) Vauxhall Velox, maroon, heater, 5,000 miles; £750.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

CROYDON AUTOMOBILE Co., Ltd., offer:—

1955 Vauxhall Velox, maroon, wing mirror, spotlight, heater, low mileage, superb car, guaranteed; £650.—London Rd., W. Croydon. Tho. 3686 (10 lines). [3885

1955 Vauxhall Velox, one owner, grey, heater; £595.—Weybridge 2268. [3886

1955 Velox, black, with red upholstery, 9,000 miles, radio, heater; £635; terms, exchanges.

D. F. WYATT, Ltd., 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 6988. [C4064

A Z MOTORS offer 1954 one owner Velox, immaculate condition; £525!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall Main Dealers.

1954 (November), 1955 model Vauxhall Wyvern, black, brown interior, heater, 17,000 miles, one owner; £610.

1949 (May) Vauxhall Velox, black, heater fitted; £355.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

1956 model Velox saloon, black, brown interior, numerous extras, low mileage, as new throughout; £765, below.

1954 (September) Velox saloon, metallic blue, with blue interior, heater, fog lamp, etc., one owner car, excellent condition; £545.—Robbins, East Putney. Tel. 7881. [C3010

1954 Velox, black, one owner, very carefully used, heater; £585.—A. A. Clark, Ltd., Frances Rd., Windsor. Tel. 1130. [3928

1956 Vauxhall Velox, one owner, 8,000 miles, radio, heater; £699.—J. Davy, Ltd., 180-4, Kensington High St., W.8. Western 7181. [C1069

PRIDE & CLARKE.—1955 Vauxhall Velox saloon, low mileage, heater, £639; 1954, radio, heater, £549; 1951, heater, £359; 1949, heater, £250.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

AUGUST 1953 Velox, grey, radio, heater, screen-washers, demister, link mats, foglight, excellent condition; £495.—Addicott, 19, Hanger Court, Hanger Green, Ealing W.5. [3759

1951 Vauxhall Velox saloon, well maintained, black, brown interior, fitted heater, extra tyres; £345.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019

£349 1951 (November, 1950) Velox, immaculate condition, genuine bargain.—G. P. (Balham), Ltd., 2a, Balham Hill, Balham, S.W.12 (100 yards Clapham South Tube). Batt. 1107. [C2024

1954 Vauxhall Velox, black, moderate mileage, maintained strictly in accordance with Instruction Manual Guide, car is in new condition; £485.—Apply Lawrence, 21a, Sinclair Gardens, West Kensington, W.14. Tel. Shepherds Bush 3567. [4045

VAUXHALL CRESTA

CAR MART, Ltd.

£695.—Vauxhall Cresta saloon, heater, first registered March, 1955.

CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111. [C1039

H. A. SAUNDERS, Ltd., offer:—

1955 Cresta saloon, grey, white with cream, red upholstery, heater, recorded mileage 12,046; £745.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

CROYDON AUTOMOBILE Co., Ltd., offer:—

1955 Vauxhall Cresta, grey and cream, low mileage, all accessories including radio, superb car; £725.—London Rd., W. Croydon. Tho. 3686 (10 lines). [3882

RUSSELL MOTORS offer:—

1955 model Vauxhall Cresta, one owner, 18,000 miles, grey and cream.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47 Sloane St., S.W.1. Sloane 9288. [C3068

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1955 Vauxhall Cresta, superb condition, radio heater, spotlight, etc.; £665.

MARLBOROUGH WORKS, 609, Kenton Rd., Kenton Harrow. Tel. Wordsworth 7805. [C1008

DIXON'S GARAGES (PUTNEY), Ltd., offer:—

1955 Vauxhall Crestas, choice of 5, mileages between 8,000 and 16,000, every conceivable extra, one owner cars, immaculate condition.—134 West Hill, Putney, S.W.15. Putney 0396. [C1077

1955 Cresta, duo green, 21,000 miles, sun visor excellent condition; £695.

1956 model Cresta, green, 12,000 miles, outstanding condition; £795.

HARVEY HUDSON, Ltd., High Rd., South Woodford London, E.18. Wanstead 0056. [C2031

1955 Vauxhall Cresta saloon, one owner, grey and white with matching interior; £735.

PASS & JOYCE, Ltd., 184-188, Great Portland St., London, W.1. Museum 1001. [C3031

1955 Cresta saloon, black, fawn and brown interior, one owner, car in superb condition £735.—Robbins, East Putney. Tel. 7881. [C3010

1956 Vauxhall Cresta, l.h.d., silver straw, radio heater, many other extras, 7,000 miles only as brand new, bargain, £695.—Silvertborn Motors, Ltd., 11, Fitzroy Sq., W.1. Tel. Euston 7811. [C4011

CRESTA in one colour grey, first registered 24th March, 1955, mileage only 22,700, fitted radio, link mats, particularly nice car; £665; many other cars available taken in against the wonderful new Fords usual terms and exchanges.—W. J. Reynolds (Motors) Ltd., Main Ford Dealers, Ford House, New Rd., Dagenham. Rainham 770. [4042

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328.

112 & 114, Wardour St., W.1. Gerrard 4343.

GRAHAM BROTHERS "Autorama" for quality-tested used Vauxhall cars, your key to real used car value. Look for the "Autorama" at Graham Bros. (Motors), Ltd., 799-835, Chester Rd., Stretford (Trafford 3311). [0283/R

Vauxhall Miscellaneous Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SHAW & KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

ALMOST new Vauxhall required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

VAUXHALL cars, post-war models urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

XXX Cash immediately for good Vauxhalls.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or Tel. Paddington 0022. [W2032/R

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list prices; radiator exchange service and all other repairs to your Vauxhall or Bedford maximum discounts fleet owners and trade at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

VAUXHALLS.—Reconditioned service units available from stock for DX, DY, HI, J, JCV, Velox, Wyvern, PCL models: gear boxes, suspension units, steering, gears, differentials, rear axle assys, water pumps, oil pumps, springs, clutch pressure plates, brakes, etc. etc.; enquiries invited.

TRIANON, Aerodrome Rd., London, N.W.4. Hendon 7605-6. [0964/R

VETERAN CARS

WELHAMS, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915. [C4070

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE ETC.

VINTAGE CARS

SILVER GHOST, 1924 saloon, immaculate condition, reupholstered good tyres, mechanically sound; £165.—Box 4118. [3701

CASS'S MOTOR MART.—1924 Vauxhall Velox 30/98 sports tourer, just repainted grey, retrimmed blue. 5, Warren St., W.1. Euston 4110. [C1040

VINTAGE Morris Cowley, immaculate 4-door coupe, 28mpg, decarbonised, reclutched, brakes relined, excellent tyres; £50.—Ringles, Cross Garage, Tel. Uckfield 97, Sussex. [3791

VOLKSWAGEN

WM WELBECK MOTORS for Volkswagen.

1956 (May) Volkswagen Microbus de luxe, with sun roof, mileage 4,000, built-in radio, heater, colour red and brown, identical to brand new, original cost over £1,400; £1,200; another, one year older, in this case mileage 18,000 to exactly the same specification, £975.

1955 Volkswagen de luxe saloon, strato silver, mileage only 12,000, fastidiously maintained for diplomat, £585; this is probably the best 1955 Volkswagen on offer to-day.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St.). Welbeck 1139. [C4049

DICKS.

1950 (registered) Volkswagen saloon, attractive car; £295.

DICKS CAR SALES Ltd., Exeter Rd., Kilburn, N.W.6. Gladstone 6504. [C1072

LEONARD WILLIAMS & Co., Ltd., offer:—

1955 (January) Volkswagen de luxe saloon, in beige with fawn upholstery, extra equipment includes special instrument panel, folding gear lever, self-cancelling indicators, 15,000 miles only, director's personal car, absolutely immaculate, fully guaranteed.

LEONARD WILLIAMS & Co., Ltd., 10, Albemarle St., W.1. Hyde Park 3351 [3915

THE Volkswagen Centre for all enquiries and demonstrations.

1956 series, reg. December '55, one owner, de luxe sun roof, taxed; £645.

1955 de luxe Strato, silver, taxed, reclining seats, etc.; £575.

1955 de luxe ultra maroon, extras, taxed, one owner; £560.

1956 de luxe, Nile beige, red upholstery, small mileage; £655.

1947 l.h.d., good condition; £265.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. The original distributors. [0373/R

EUROPEAN CARS, Ltd., Volkswagen distributors, offer:—

1955 (December) van, doors one side, 7,000 miles, latest model with rear loading, excellent condition; £575.

1955 (April) de luxe fixed head saloon, black, 9,000 miles, exceptional condition; £600.

1954 (February) de luxe fixed head saloon, 20,000 miles, good condition; £545.

1954 (May) de luxe fixed head saloon, 37,000 miles, excellent condition; £515.

1954 de luxe sun roof saloon, black, 25,000 miles; £575.

129 Old Brompton Rd., S.W.7. Fre. 7722. [3829

BRADSTOCK MOTORS, Ltd., the Volkswagen specialists of the south.

1954 (Nov.) de luxe saloon, ultra maroon, twin spots, windscreen washers, excellent condition; £550.

1954 de luxe saloon with sun roof, green, fitted radio and many other extras; £570.—Chase Rd., Epsom 5696-7, also 454-456, London Rd., North Cheam, Surrey. Tel. Fairlands 6283. [C1090

1953 D/L, green, £510; 1954 D/L, s/silver, £565. —Prestwich, St. John's Rd., Hove (34037), Sussex. [3899

£535!!!—£535 for 1955 (August) de luxe fixed head saloon, 11,000 miles, must sell; terms.—Box 4243. [4037

1956 de luxe saloon, negligible mileage, guaranteed as new throughout; £695.—Davies Motors, 273, London Rd., Staines. Tel. 4211-5. [C1060

V&F MONACO MOTORS, the Volkswagen specialists, offer you their unique experience obtained in 6 years of servicing and maintenance of Volkswagen cars.

V&F MONACO MOTORS.—1956 de luxe saloon, black, one owner, 13,000 miles, taxed year; £645.

V&F MONACO MOTORS.—1955 de luxe saloon, silver bronze, 7,000 miles, immaculate; £625.

V&F MONACO MOTORS.—1955 de luxe saloon, one owner, black, 10,500 miles; £615.

V&F MONACO MOTORS.—1954 de luxe sun roof saloon, one owner, 23,000 miles, black; £565.

V&F MONACO MOTORS.—1949 standard saloon, black, l.h.d.; £625.

V&F MONACO MOTORS.—1947 standard saloon, black, l.h.d., good condition; £235.

V&F MONACO MOTORS, official Volkswagen agents, 8, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414. [0642/R

XXX 1955 (March) Volkswagen de luxe saloon, heather grey with fawn upholstery, heater, screen washers, adjustable seating, reversing light, wheel discs, etc.; a really immaculate and outstanding one-ownership car; thoroughly recommended; written guarantee; £610; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003

Volkswagen Cars Wanted

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361.—All years and models. [0980/R

OXFORD GARAGE require all Volkswagen de luxe saloons.—Ilford Lane, Ilford 3155. [9637

Volkswagen Cars Wanted

RICHARDS & CARR, Ltd., buy Volkswagen.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

PRIVATE buyer requires low mileage '54/'55 de luxe saloon.—28, Rosslyn Hill, Hampstead, N.W.3. Swi. 2020. [3564

GATEHOUSE MOTORS pay cash for good used Volkswagen cars.—Highgate Village, London, N.6. Mountview 4444. [W2021

V&F MONACO MOTORS.—The Volkswagen buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0300/R

Volkswagen Spares and Service

EUROPEAN CARS, Ltd., Volkswagen Distributors.

NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory trained mechanics.

LARGE new spare parts stores fully stocked.

129 Old Brompton Rd., S.W.7. Fremantle 7722. [0436/R

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361.—Genuine Volkswagen spares; c.o.d. postal service; technical facilities available. [0995/R

DONALD VINCE OF CROYDON.—Specialist service and repairs by factory trained mechanics; genuine VW spares and accessories.—Kidderminster Rd., Croydon. Tel. 5775. [0340/R

SPECIALIZED repair service (supervision Mr. Tarrant, diploma VW works), parts; seat covers, £5; cars sold, bought.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [S4100

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2361) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0655/R

V&F MONACO MOTORS.—Service and repairs by factory trained mechanics; spares reconditioned engines, conversions to r.h.d., all V.W. accessories stocked.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd Station). Fremantle 4414. [0293/R

WOLSELEY

E EUSTACE WATKINS, Ltd., the sole London distributor.

8000 miles, December '55, 6/90 saloon, green, wheel spats, E.W. maintained; £975.

14000 miles.—1955 4/44 saloon, black, sunshine roof; £720.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), 399, London Rd., Croydon (Thornton Heath 4285); or 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

BROOKLANDS.

1956 Wolseley 4/44 saloon, black, pre-increase price.

SHOWROOMS open until 7 p.m.; Saturdays 6 p.m.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

CAR MART, Ltd.

£875.—Wolseley 4/44 saloon, heater, first registered July, 1956.

CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600. [C1059

H. BEART & Co., Ltd., offer:—

1955 (model) Wolseley 4/44 saloon, one owner, extremely nice condition throughout; £650.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

JACK ROSE, Ltd., Wolseley agents, offer:—

1955 Wolseley 4/44 saloon in black and beige upholstery, one owner, clean inside and out; £675.—Jack Rose, Ltd., Wallington, Surrey. Wallington 6677, Burgh Heath 2376. [C3056

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1955 Wolseley 4/44, 5,000 miles only; £765.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

£199!!!—Wolseley 18 saloon, real family car, bargain, good tyres.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1954 Wolseley 6/80, very low mileage, radio, absolutely as new; £535.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1956 Wolseley 6/90 saloon, one owner, maroon with maroon interior; £1,065.

PASS & JOYCE, Ltd., 184-188, Great Portland St., London, W.1. Museum 1001. [C3039

1950 Wolseley 6/80, beige, brown leather, fitted heater, excellent condition; £295.

DOUGLAS CAR SALES, Eleanor Cross Rd., Waltham Cross. Tel. Waltham Cross 4124/4823. [C1075

1952 Wolseley 6/80 saloon; £345.—Thornton Heath 3473. [C3104

1956 (July) Wolseley 4/44, black/maroon, 1,400 miles, taxed; £850.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4822-3. [C1116

1954 (December) Wolseley 4/44, black, licensed; £640.—F. L. Cranmore, Ltd. Tel. Potters Bar 2040. [1062

BEARTS OF KINGSTON.—Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083/R

G&M ALFREDS (1936), Ltd.—1947 Wolseley 12 saloon, above average.—6-7, Warren St., W.1. Euston 3268. [C1005

1954 Wolseley 4/44, one owner, 15,600 miles, taxed; £620.—A. A. Clark, Ltd., Frances Rd., Windsor. Tel. 1130. [3926

WOLSELEY

1955 Wolseley 6/90 saloon, radio, heater, black, perfect condition; £850.—Regent Lion Group, 26, Queensway, W.2. Bayswater 0136. [C1015

1956 (new) 6/90 saloon at pre-increase price; £1,126/7; part exchange and h.p. terms.—Harry S. Lee, Glemsford, Sfk. Tel. 210. [4021

ALEXANDER Laystall Hi-Power conversions for Wolseley 4/44, amazingly improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094

1951-2 Wolseley 6/80 exceptionally nice throughout; £350.—Norman Autos, 344-354, London Rd., West Croydon. Tel. Thornton Heath 4657. [C3098

CASS'S MOTOR MART.—1953 Wolseley 4/50 saloon, grey, 19,000 miles, one owner, £500; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

£255.—1939 Wolseley 12 saloon, black, condition exceeds post-war model, faultless condition throughout, must be seen.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2422. [C2093

1952 (August) Wolseley 6/80, duo-green, heater, seat covers, beautifully maintained by one owner; £435. Exchanges.—Naylor & Root Ltd., Clapham Junction, S.W.11. Battersea 2252. [C3022

1954 Wolseley 4-44, mist grey with red leather, H.M.V. radio, heater, screen washers, one owner, speedo reading 16,000 miles and in excellent condition, written guarantee; £645.

SIDFORD CAR SALES, 98-116, Commercial Rd., Southampton. Southampton 25252. [C4096

1952 Wolseley 6/80 saloon, black, fawn leather, unusually well kept throughout; £385; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

185 gns.—Wolseley 14 1939 saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1955 Wolseley 4/44 saloon, grey with red upholstery, body and mechanics in perfect order, guaranteed; £750.—Bells Service Garages, Wolseley Agents, 144, London Rd, Kingston-on-Thames. Kingston 1185. [C1016

Wolseley Cars Wanted

R S ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Wolseley required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

XXX Cash immediately for good Wolseley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

Wolseley Spares and Service

RAMSAY MOTORS, Ltd., 242/248, High St., Barnet 5240.—Spares, 1937 onwards; sales and repairs. [0707/R

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181) for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

R. HARDY & SON, 55, Marylebone High St., W.1.—Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0317/R

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY.—300 cars available mostly under £400; 6 months' written guarantee on post-war cars.

WE can quote the most competitive prices obtainable because of our huge turnover. Every vehicle is plainly marked with price and year. We are exchange specialists and we willingly take your car, 3-wheeler, motor cycle or van. Hire purchase payments insured against unemployment or illness if required.—Open to 8 p.m. 6 days a week.—Raymond Way, Kilburn, N.W.6. Maida Vale 6044. [0629/R

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 35 years. [C3010/R

Miscellaneous Cars Wanted

R S ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

IF you wish to sell your car for cash, write, 'phone or call.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0284/R

AMBULANCES

AMBULANCES, new and used, large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022

MOBILE SHOPS AND CANTEENS

MOBILE shops, canteens, kiosks, etc., vehicles and trailers, large selection.—Lawton-Goodman, 135, Cricklewood, Broadway N.W.2. Gladstone 2226.

MOTOR HEARSES

HEARSES and Handies in Stock. Brochures available; immediate delivery; call and inspect.

ALPE AND SAUNDERS (COACHBUILDERS) Ltd., Station Approach, Kew Gardens. Richmond 1161.

TAXICABS

CASS'S MOTOR MART.—1948 Morris taxi, new engine run 2,000 miles, excellent condition.—5, Warren St., W.1. Euston 4110 [M1040

MOTOR SCOOTERS

COMERFORDS for Motor Scooters. Distributors for Lambretta, Bella, Parilla and Brixtax Scooterette. Demonstration, free tuition, hire purchase terms, etc. —Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531 (six lines). [0575/R

This section closes for press first post Monday

COMMERCIAL VEHICLES

NEW COMMERCIAL VEHICLES

BURGE & INGLIS (MOTORS), Ltd.

FORD Thames 5cwt van, blue, immediate delivery; part exchanges, cars or motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017

COMMER 8cwt express delivery van, primer.—Salmons Garages, Ltd. Temple Bar 3338. [N4029

STANDARD 6cwt delivery van primer.—Salmons Garages, Ltd. Temple Bar 3338. [N4029/1

FORD Thames 7cwt van, unregistered; list price.—Taylor & Crawley, 35, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5213. [N4036

NEW Austin A30 van, green, one-ton petrol van, primer, list price; one A40 van, grey, pre-increase price.—Robbins, East Putney. Tel. 7881. [N3010

NEW A30 5cwt, Ford 5/7cwt, Bedford 10/12cwt, etc., from stock; Dormobiles, Utilabuses available; full value for old vehicle; terms; exchange.—T. & F., 10, Winchester Mews, N.W.3. Pri. 6159. [3096

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THAMES 30cwt petrol van, sliding doors, in primer, £844/15; Commer Cob van, blue, £450/6/7; Commer 8cwt express delivery van, in primer, £524.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083

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1952 Ford gown van; £315; exchanges and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034

VOLKSWAGEN van 1955, low mileage, unwritten; £525.—370, Wokingham Rd., Earley, Reading. Tel. 61843. [3853

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COULSDON.—H. Harmer (Coulsdon), Ltd., retail dealers, 272, Chipstead Valley Rd., Coulsdon. Downland 2255. [0696/R

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JOHNSON & BROWN, Heinkel distributors, 268/270, High St., Bromley. Ravensbourne 8841-2. [N2073

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THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx (opposite Wembley Town Hall). Arnold 5252 (4 lines). [0792/R

BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. [0412/R

HUMBER HAWK.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

CARRIS MOTORS, Ltd., for quick delivery of Humber Hawk and Super Snipe.—Lewisham Bridge, London, S.E.13. Lee 8585. [0720/R

ATALANTA SERVICE STATION.—Spares and service; trade supplied.—79-81, New King's Rd., Fulham, S.W.6. Renown 1183. [N1123

HUMBER Hawk de luxe saloon, corinth blue and dawn mist, red upholstery.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1065

SMITH AUTO Co., Ltd., area dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloon.—145, London Rd., Croydon. Croydon 2115 (3 lines). [0867/R

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HENLYS, Ltd.,

ENGLAND'S largest Jaguar distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER.—1-3, Peter St. (Blackfriars 7843.) [0153/R

HALLS.

AREA dealers for Jaguar; demonstrations, part exchanges, h.p. terms.

HALLS (FINCHLEY), Ltd., 886, High Rd., North Finchley, Tally Ho, London, N.12. (Hil. 1044.) [3909

H. BEART & Co., Ltd.

JAGUAR main dealers.

WELCOME enquiries and will be pleased to give full details of the superb range of Jaguar cars.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [N1081

ROWLAND SMITH'S for Jaguar.

EARLY delivery all 3½-litre models.

PART exchanges. Confidential h.p. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BUCKINGHAMSHIRE main dealers.

MARK VII M saloon and XK140 models for early delivery. Demonstrations arranged.

PEERLESS MOTORS, Ltd., Bath Rd., Slough, Bucks. Slough 22394/5. [0430/R

2.4 saloon, one only from stock, list price.—T. & F., Pri. 6159. [3827

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers, Bromley. Rav. 3456. [0286/R

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agent for South West Surrey.—St. Catherine's Garage, Guildford 62907-9. [0244/R

2.4 Jaguar saloon, immediate delivery, choice of colour; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [N1010

NEW Jaguar Mk. VII saloon, finished birch grey and red, fitted with Borg Warner automatic transmission; available for immediate delivery.

MANN EGERTON & Co., Ltd., 5, Prince of Wales Rd., Norwich. Tel. 20481. [3467

JAGUAR Mark VII, automatic change.—Davies Car Centre, 22-34, Horn Lane, Acton. Tel. Acorn 2273. [N1130

JAGUAR.—Acland & Tabor, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3. New XK140 fixed head coupe, maroon. [N1001

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JAGUAR

YOU will always do better by personal contact with Mr. Simpson or Mr. Clarke.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [N1048

NEW XK140, fixed head, special equipment, pearl grey, red interior, immediate delivery.—Motorwork (Chalfont), Ltd., Gerrards Cross 2051. [N3964

DAVIES MOTORS, Ltd.—Jaguar, grey and red Mark VII with automatic drive immediately available.—273, London Rd., Staines. Staines 4211-5. [N1080

R. P. POWELL MOTORS, Ltd., East London area dealers; enquiries invited for all Jaguar models.—321, Romford Rd., Forest Gate, E.7. Maryland 7781. [0439/R

XK140 new fixed head coupe with overdrive, finished in British racing green with suede green leather; £1,776/17 inc. P.T., immediate delivery, part exchange and hire purchase if required. —Murkett Brothers, Ltd., Jaguar Main Dealers, Huntingdon Rd., Cambridge. Tel. 3226. [3756

SPECIAL opportunities: One only Mark VII saloon, overdrive, suede green, at pre-increase price, for immediate delivery one only XK140 hard top coupe, overdrive, British racing green, also enquiries invited for small mileage Mk. VII saloon with automatic transmission, bench seat, all black/red upholstery and XK140 hard top coupe, battleship grey/red upholstery, used by senior executive of the company.—Western Motors (Bristol), Ltd. Tel. 26304. Park Row, Bristol. [3799

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MICHAEL CHRISTIE MOTORS, wholesale and retail.

NEW 1956 541 saloon available; list price.

NEW 1956 Interceptor saloon available; list price.

BICESTER Rd., Aylesbury, Bucks. Tel. 4727. [N1094

NORTHWOOD MOTORS, wholesale and retail.—New 541 saloon, immediate delivery.—George St., Hull. Tel. 33822. [3934

JOWETT

JOWETT.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

KAISER

KAISER.—Sole Concessionaires for Great Britain; sales spares.—Steele Griffiths, London, S.E.5. [0309/R

LANCIA

JOHN S. TRUSCOTT, Ltd., the oldest Lancia distributors; immediate delivery.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035

LANCIA.—For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alperton, Nr. Wembley, Middx. Tel Perivale 5656. [0289/R

JOE THOMPSON (MOTORS), Ltd., officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London, 91-95, Fulham Rd., S.W.5. Kensington 4858. [N4028

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JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.

EARLY delivery of all types; our demonstration cars are here for you to drive, including the new Type 220S and Type 300C, these cars surpass all previous standards.

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TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; all models available; exchanges and terms.—42a, South Audley St. (entrance Adams Row), Mayfair, W.1. (Grosvenor 6881.) [N4051

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HERTS, Bucks and Northants main distributors.—Enquiries invited for early delivery.—Welwyn Garden City. Hatfield 2178. [0611/R

BURNS STATUE GARAGE, Ayr 3338, main agents for Ayrshire.—Early delivery all models. [0481/R

WOKING MOTORS, distributors, Surrey.—Maybury Hill, Woking, Surrey. Tel. Woking 4277-8. [N4057

GALT OF GLASGOW, distributors, offer immediate or early delivery according to model.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. [0884/R

MIDLAND Counties distributors; demonstrations of all models.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. [0176/R

GEE CARS, Ltd., invite your enquiries for early delivery of all models, terms and exchanges.—169, Fulham Rd., S.W.3. Knightsbridge 4733 or Macaulay 3363. [0923/R

GEORGE NEWMAN & Co. (BRIGHTON), Ltd., sole Sussex distributors, all models available for inspection and trial, early delivery.—39-40, Old Steine, Brighton 28102-3-4. [C3106

MESSERSCHMITT

LOCKHART'S SERVICE DEPOT for sales and service, Chiltern Rd., Dunstable. Tel. 114. [0498/R

COMERFORDS for Messerschmitts; delivery from stock, spares, service, demonstrations; exchanges, terms; postal transactions very easily arranged.—Comerfords, Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5531 (6 lines).

YOU couldn't do better than try for yourself the latest Messerschmitt KR200 cabin scooter, independent suspension on all wheels, all weather protection, 80 to 100mpg, de luxe interior finish with heater; £367.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008

M.G.

ROWLAND SMITH'S for M.G.

IMMEDIATE delivery Magnette saloon and M.G. A 2-seater.

PART exchanges. Confidential h.p. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

M.G.

DORKING MOTOR Co., Ltd.—Early delivery Magnette, immediate delivery M.G A.—Dorking 2256. [N1088

KDM & CHERRINGTON, Ltd., for M.G.s; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054

IMMEDIATE, M.G. Magnette, steel blue, M.G.A. white, red upholstered.—F. L. Cranmore, Ltd. Tel. 2040 Potters Bar. [N1062

IMMEDIATE delivery, new M.G. Magnette saloon and A 2-seater with choice of colour; terms, exchanges. —Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [N2109

R. C. WIMBUSH, Ltd., M.G. stockists; offer immediate delivery M.G. A and Magnette saloon; part exchange and h.p. facilities.—312, Earls Court Rd., London, S.W.5. Fremantle 8401-2-3. [N4056

M.G. Official M.G. retail dealers; all models available, part exchange welcomed, hire purchase.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [N3041

MEBES & MEBES, Ltd. (est. 1893).—Immediate delivery of Magnette saloon and M.G. A with exceptional after-sales service facilities, part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [N3012

YOU couldn't do better than secure immediate delivery of your new M.G. Magnette saloon, a de luxe and comfortable high performance car; colour twilight grey; current market value for your present saloon or sports car subject to inspection.

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MORGAN

MORGAN Plus 4 with TR2 engine.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

JOHNSON & BROWN offer immediate delivery new Morgan 4/4 Series II, ivory and black.—268-270, High St., Bromley. Ravensbourne 8841-2. [N2073

BASIL ROY, Ltd., Morgan distributors; full range on view; see and try Morgan fitted with TR2 engine. —161, Gt. Portland St., W.1. Langham 7733. [0510/R

MORGAN Plus 4: prompt delivery of these cars; spares for same; huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728/R

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ROWLAND SMITH'S for Morris.

OXFORD saloon, immediate from stock.

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BURGE & INGLIS (MOTORS), Ltd.

MORRIS Oxford, beige; immediate delivery, part exchanges, cars or motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

NEW Morris Oxford and Cowley for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

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MORRIS COWLEY, black/red, old price.—Dobsons, Ltd., Morris Agents. Staines 801. [N1074

TEST drive any Morris car at Chain Garage, Hanger Lane, Ealing, W.5. Per. 4404. Official agents. [N1043

JACK ROSE, Ltd., Morris agents and stockists.—High St., Banstead, Surrey. Burgh Heath 2376. [N3056

MORRIS Minor 4-door saloon, standard model, colour grey and red upholstery.—Haskins, Ladbroke 1155. [N3027

MORRIS Minor Traveller's car, standard model, colour grey.—E. L. Mendel, Ltd., 85, Great Portland St., W.1. Lan. 2261-2. [N3101

SURREY MOTORS, Ltd., official Morris retail dealers, fully equipped for service and spares.—High St., Sutton. Vigilant 4444. [8633

WILSONS AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of all models.—34, Acre Lane, S.W.2. Brixton 4011. [N4085/R

SMITH & HUNTER, Ltd., Specialists, all models, complete sales, service and repair facilities; exchanges, deferred terms.—376-378, Kensington High St., W.14 Western 2312. [N4019

MORRIS Oxford, new, dark green, immediate delivery.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1 Langham 3506-7. [N2036

C. W. J. COLES (CROYDON), Ltd., official agents, offer immediate delivery Morris Minor 2-door de luxe saloon, birch grey.—18, Blunt Rd., South Croydon. Cro. 0074-5. [N1122

LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, Official Morris Agents; quick deliveries, part exchange; yearly contracts; specialised service.—Lyttelton Rd. (A.1.), N.2. Speedwell 3500/3350. [0622/R

MEBES & MEBES, Ltd. (est. 1893).—Direct Morris specialists for over 30 years, offer early delivery all models; exceptional after-sales service facilities; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [N3012

LANKESTER ENGINEERING Co., Ltd., offer immediate delivery Morris Oxford and Isis saloons, the latter at pre-increased price; also immediate delivery 5 & 10cwt vans; exchanges and deferred terms.—39-43, Eden St., Kingston-on-Thames. Kin. 3151-6. [0264/R

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SOLE concessionaires for all Nash models, r.h.d., available, American and Canadian Forces personnel and members of the Diplomatic Corps supplied on a duty free basis.

NASH CONCESSIONAIRES, Ltd., Albany St., London N.W.1 Tel. Euston 5558. [0562/R

OLDSMOBILE

SOLE distributors for the United Kingdom.—Lex Garages, Ltd., 2, Lexington St., London, W.1. Gerrard 8600 (20 lines). [0576/R

PACKARD

BEFORE you buy any fine car, see and drive the new 1956 Packard, magnificent range of nine different models to choose from.—Sole Concessionaires: Leonard Williams & Co., Ltd., Packard Buildings, Gt West Rd., Brentford, Middlesex. Ealing 3400. [0730/R

PANHARD

UNBELIEVABLE but true! Six seats—up to 47mpg —85mph, overdrive, large car comfort, flat floor, delightful appearance, incredible road holding and brakes; saloon, £1,055; 3-seater sports cabriolet, £965; tourists, export, Forces, free of taxes.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [N4100

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TOM KNOWLES.

TOM KNOWLES, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0898/R

LOCKHART'S SERVICE DEPOT, Ltd., for immediate delivery, Chiltern Rd., Dunstable. Tel. 114. (0361/R

PANTILES SERVICE GARAGE, Ltd., Guildford 5326. Peugeot distributors for Kent, Surrey, North and East Hants, North and East Sussex; immediate delivery, dealers wanted, territory available. [N3035

YORKSHIRE distributors for Peugeot cars; immediate delivery of the 203 and 403 saloons; sales and service.—Newton of Huddersfield, Ltd., Automobile Distributors, Viaduct St., Huddersfield. Tel. Huddersfield 3311, 3 lines. [2753

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent). —127, High St., Croydon. Tel. Cro. 7211/7217. [0391/R

PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

PORSCHE

SOLE Porsche concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Frazer Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015

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ROWLAND SMITH'S for Reliant.

IMMEDIATE delivery, choice of colours.

PART exchanges. Confidential h.p. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

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WELHAMS, Renault Sales and Service, Surbiton Hill Rd., Surbiton, Surrey. Elmbridge 1873. Distributors 1909. [N4070

FRED GUY for new Renaults; immediate delivery 750 terms and exchanges.—198, King St., W.6 Riverside 3121. [0085/R

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1-3 Dorking Road, Epsom 3901, for the Renault 750, Dauphine and Fregate models. [N4085/R

MARTIN VAUGHAN MOTOR Co., Ravensbourne Rd., Bromley, Kent. Ravensbourne 2391.—Renault Stockists. [0847/R

BARNEHURST GARAGE, Ltd.—Renault distributors for Kent; immediate delivery of all models.—1-5, Barnehurst Rd., Bexleyheath 725. [0942/R

RENAULT sales and service; immediate delivery of 750 de luxe saloons in all colours; h.p. arranged. —Witcher & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [0196/R

PERFORMANCE CARS, Ltd., Middx. distributors, all models available, demonstrations; part exchange valuation.—Great West Rd., Brentwood, Middx. Ealing 8841 (4 lines). [N3041

METROPOLIS GARAGES, Ltd., for early delivery of the new Dauphine with Ferlec Automatic Clutch as optional extra.—45, Earls Court Rd., Kensington, W.8. Wes. 4544. [0626

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AUTO SALES (LONDON), Ltd., North London distributors for Renault, can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mal. 5555. [0110/R

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PERFORMANCE CARS, Ltd., Riley agents.

NEW Riley Pathfinder in stock, cedar green, bucket seats, overdrive; £1,475.

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MAYFAIR and West End agents; immediate delivery Pathfinder.

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PATHFINDER, blue, immediate.—F. L. Cranmore, Ltd., Tel. Potters Bar 2040. [N1062

RILEY Pathfinder, grey with maroon trim and bench seat, at pre-increase price of £1,313/17.

E. CHANNON & Sons, Dorchester, Dorset. Tel. Dor. 13. [3844

KDM & CHERRINGTON, Ltd., for Rileys; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054

YOU will always do better by personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [N1048

JOHN S. TRUSCOTT, Ltd., for Riley Pathfinder, immediate delivery.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035

RILEY Pathfinder, grey/red, pre-increase price, approximately £100 under present price.—Dobsons, Ltd., Riley Agents, Staines 801. [N1074

AREA dealers for Riley cars; orders taken for the wonderful Pathfinder; early deliveries; part exchange; h.p. terms.—Montrose Motors, Wembley 2636. [0765/R

NEW CARS FOR SALE

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RILEY Pathfinder, very latest specification, finished maroon, biscuit leather, bench seat, heater, tubeless tyres; one only available at current list.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3016

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OFFICIAL retailers, offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.

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GLOUCESTER House, 150, Park Lane, W.1. (Corner Piccadilly.) Grosvenor 3434. [N1079/R

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 31682. [0520/R

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SHOWROOMS: 338-42, Peter St., Manchester, 2. Deansgate 6871.

SERVICE Station: Cheetham Hill Rd., Manchester, 8. Tel. Bla. 2302. [0561/R

H. A. FOX & Co., Ltd. officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [0139

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ROVER distributors.

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HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

ROVER.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

BURGE & INGLIS (MOTORS), Ltd.

ROVER 75, ivory/red interior; immediate delivery, part exchanges, cars or motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

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NEW Rover 60 saloon, finished black and tan, available for immediate delivery.

NEW Rover 75 saloon, finished sage green and green, available for immediate delivery.

NEW Rover 75 saloon, dark grey and grey, available for immediate delivery.

NEW Rover 90 saloon, finished sage green and green, fitted with overdrive, available for immediate delivery.

NEW Rover 90 saloon, finished sage green and green, available for immediate delivery.

MANN EGERTON & Co., Ltd., 5, Prince of Wales Rd., Norwich. Tel. 20481. [3468

DORKING MOTOR Co., Ltd., main dealers.—New models in stock.—Dorking 2256. [N1088

IMMEDIATE delivery new Rover 90, grey, bucket seats, overdrive, old price.—Hounslow 2151. [3935

CROYDON Main Agents. Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222.

KJ MOTORS, Ltd., N.W. Kent's leading Rover area dealers, Bromley. Rav. 3456. [0287/R

BEXHILL.—F. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd. Tel. 2382-3. [0851/R

NEW Rover 90 saloon, grey and red hide, with overdrive, immediate delivery.—Robbins, East Putney. Tel. 7881. [N3010

SANDERSTEAD Main Agents, Leathwood's Garages, Ltd., 367, Limpsfield Rd., Sanderstead. Tel. Sanderstead 4478. [0063/R

ROVER 90, immediate delivery, grey.—Davies Car Centre, 22-34, Horn Lane, Acton. Tel. Acorn 2273. [N1120

DUNHAM & HAINES OF LUTON offer immediate delivery of all models.—Tel. Luton 2100-1, 46, Castle St., Luton, Beds. [N1079

METROPOLIS GARAGES, Ltd., offer a new Rover 60 saloon in black at 45, Earls Court Rd., Kensington, W.8. Wes 4544. [0107

CATERHAM, Purley and district, main dealers: early delivery of full range of Rover cars.—Layhams of Caterham. Tel. Caterham 2584. [0924/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 31682. [0001/R

T. BAKER & SONS OF READING.—Rover distributors, for your new Rover 90, 75 or 60; exchanges, terms.—95, Friar St., Reading. Tel. 3976. [9500

NEW Rover 90 saloons, 1956 series, for disposal, choice of colour; enquiries invited for all Rover models.—R. P. Powell Motors, Ltd., Area Dealers, 321, Romford Rd., Forest Gate, E.7. Maryland 7781. [0457/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 6871. Service station: Cheetham Hill Rd., Manchester, 8. Tel. Bla. 2302. [0866/R

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KDM & CHERRINGTON, Ltd., for Land-Rovers; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054

SIMCA

MILESTONES (SERVICE GARAGE), Ltd., Simca distributors North Kent.—Ask for demonstration; immediate delivery, exchange, terms.—308 Erith Rd., Bexleyheath. Erith 2469 and 2629. [0109/R

SIMCA

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2.—Immediate delivery of Simca cars. [N3040

MAYFAIR GARAGES, Ltd., accredited West End Simca stockists, for your new 1956 Aronde Elysee saloon; any car, motor cycle taken in exchange.—Balderton St. (opp. Selfridge's clock), W.1. Mayfair 3104-5. [N3009

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WM WELBECK MOTORS, Ltd., largest Singer dealers in the country; constantly at your service.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [N4049

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EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021

CROYDON.—H. Harmer Car Sales, Ltd., dealers, 444-8, Brighton Rd., South Croydon. Uplands 8629. [0681/R

BROMLEY.—Order your new Singer from Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8641-2. [N2073

SINGER.—Acland & Tabor, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3. New Hunter Special and de luxe saloons in stock. [N1001

WATFORD and West Herts, Distributors for all Singer models.—D. S. Moss & Sons, Ltd., 5, Hempstead Rd., Watford. Wat. 2571. [3179

TRADE and retail agents full range on show at the 100% Singer specialists.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. [0757/R

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HALLS.

AREA main dealers.

FOR the new Sportsman and Newline Vanguard estate car; part exchanges, h.p. terms.

886 High Rd., North Finchley, Tally Ho, London, N.12. (Hil. 1044.) [3910

L. F. DOVE, Ltd.

AREA main dealers.

SEE it; try it; buy it.

69 The Broadway, Wimbledon, S.W.12. Lib. 3456. [N1077

GATEHOUSE offer:—

EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021

BOWES ROAD GARAGE:

IMMEDIATE delivery; Vanguard Phase III, blue leather, list.—See below.

NEW Super 8, blue or green, pre-increase.—See below.

NEW Family 10, beige, one only, pre-increase.—Bowes Rd. (North Circular Rd.), N.11. Bowes Park 2284-5-6. [2794

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery Phase III Vanguard saloon at pre-increase price.

PART exchanges. Confidential h.p. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BURGE & INGLIS (MOTORS), Ltd.

STANDARD Family 10, beige/red interior; Super 8, black/red; Companion Estate, blue; immediate delivery, part exchanges, cars or motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017

BERKELEY SQUARE HOUSE GARAGE.

EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard models, with service on the spot; day and night garage facilities.

BERKELEY Sq., London, W.1. Grosvenor 4343. [0856/R

LANKESTER ENG. Co., Ltd., 80-83, Victoria Rd., Surbiton. Elm. 1184-5.

STANDARD and Triumph distributors in Surrey since 1911; can give immediate delivery of most models; demonstration cars available; exchanges and deferred terms. [0402/R

STANDARD, all models.—Davies Car Centre, 22-34, Horn Lane, Acton. Tel Acorn 2273. [N1120

KJ MOTORS, Ltd.—N.W. Kent's leading Standard Triumph area dealers, Bromley. Rav. 3456. [0464

STANDARD Family 10, black, and Family 8, grey, immediate delivery.—Salmons Garages, Ltd., Temple Bar 3338. [N4029

STANDARD 8 saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

!! Save £s. New Family 10, blue, one only, pre-increase price.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [3688

STANDARD 10 saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

IMMEDIATE delivery Standard Family Eight, finished blue with red vynide; at the pre-increase price of £554/17 inc. P.T.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. [N3050

STANDARD 8, 10 and Vanguard Phase III. Immediate delivery.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051 [N3083

STANDARD 10 saloon, birch grey, immediate delivery.—Prospect Garage (Banstead), Ltd., Brighton Rd., Banstead, Surrey. Burgh Heath 2202-3. [3457

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0026/R

STANDARD

X.L. SERVICE STATION have full range Standard cars, some at pre-increase prices, most thorough pre-delivery check and conscientious after-sales service.—Kingston Vale, S.W.15. Kin. 8333. [N4060

NEW Standard 8 and 10 saloon, also Vanguard Phase III, black, immediate delivery, one Standard 10 family saloon, pre-increase price.—Robbins, East Putney. Tel. 7881. [N3010

DUDLEY COBBOLD AUTOMOBILES for immediate delivery Vanguard Phase III saloons, Super 10, Family and Super 8 saloons.—208-10-16, The Broadway, Wimbledon, S.W.19. Cherrywood 3366-7. [0955/R

WILSONS AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of all models, including a limited number of 8 and 10hp, at the pre-increased price.—34, Acre Lane, S.W.2. Brixton 4011. 1-3, Dorking Rd., Epsom 3901. [4085/R

YOU couldn't do better than secure immediate delivery of your new Standard Vanguard Phase III saloon, Standard Eight family or de luxe, Standard Ten de luxe or good companion; also all models available on economical hire scheme; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Fdy., London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 6 p.m. [N2008

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A LIMITED number of new 1956 Studebakers, 4-door saloon with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henly House, 385, Euston Rd., N.W.1. Euston 4444. [0090/R

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NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes retailers for prompt delivery of the famous rally proved Sunbeams; demonstrations available; part exchanges; confidential credit facilities; see the wonderful Rapier at:—

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx. (opposite Wembley Town Hall). Arnold 5252 (4 lines). [0771/R

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SUNBEAM Rapiers & Mk. III saloons, all colours, available for immediate delivery.—35-41, Holdenhurst Rd., Bournemouth. Tel. Bmouth 4161. [N2079

BARNET area.—Sunbeam main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. [0413/R

300 miles!!—1956 (August) Sunbeam Mk. III saloon, grey, £60 extras, cost £1,320, taxed year; special offer, £1,195.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

SUNBEAM Mk III saloon, thistle grey; Sunbeam Rapier saloon, black/yellow.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083

SUNBEAM.—Smith Auto Co., Ltd., Area Dealers for Rootes Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon. (Croydon 2115, 3 lines.) [0869/R

IMMEDIATE delivery new Sunbeam Mk. III saloon and Rapier saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [N2109

TRIUMPH

HALLS.

AREA main dealers for

TR2 and TR3.

PART exchanges, h.p. terms.—886, High Rd., North Finchley, Tally Ho, London, N.12. (Hil. 1044.) [3911

L. F. DOVE, Ltd.,

THE official TR centre.

SEE it; try it; buy it.

69 The Broadway, Wimbledon, S.W.12. Lib. 3456. [N1077

ROWLAND SMITH'S for Triumph.

PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers.

OFFER for immediate delivery all Triumph models, with service on the spot; day and night garage facilities.

BERKELEY Sq., London, W.1. Grosvenor 4343. [0840/R

TR2.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

TR2.—We value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

TR2 and TR3 specialists; immediate delivery; part exchanges; h.p.—Premier Motors, 295, Lewisham High St., S.E.13. Lee. 1051. [N3084

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0493/R

WILSONS AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of all models.—34, Acre Lane, S.W.2. Brixton 4011. 1-3 Dorking Rd., Epsom 3901. [N4085/R

LANKESTER ENGINEERING Co., Ltd., (distributors in Surrey since 1911).—Immediate delivery TR3 hardtop, colour green, black top; exchanges and deferred terms.—80-83, Victoria Rd. Surbiton. Elm. 1184-5. [0893/R

VAUXHALL

VAUXHALL cars.—Shaw and Kilburn, Ltd., Showrooms:—

4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641 [0019/R

NEW CARS FOR SALE

VAUXHALL

KJ MOTORS, Ltd., main dealers, all models, immediate delivery, Bromley. Rav. 3456. [0221/R

KEITH & BOYLE (Ldn.). Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground). VAUXHALL main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19). [0808/R

NEW Vauxhall Wyvern and Velox saloons, 1957 models, immediate delivery.—Robbins, East Putney. Tel. 7881. [N3010

NEW Vauxhalls, immediate delivery.—Kentish & Thompson, Ltd., 564, Wycombe Rd., Shirley, Croydon. Spring Park 3477. [N2047

HAMILTON MOTORS (LONDON), Ltd., main dealers, 466-490, Edgware Rd., London, W.2. Pad. 0022. Immediate delivery. [2641

LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, Official Vauxhall Agents; quick deliveries; part exchange; yearly contracts; specialized service.—Lyttelton Rd. (A.1.), N.2. Speedwell 3500/3350. [0621/R

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VW MOTORS, Ltd.

SOLE concessionaires Great Britain and Northern Ireland; cars available for early delivery.—Byron House, 7-9, St. James's St., London, S.W.1. Whi. 9501. [0648

THE VOLKSWAGEN CENTRE.

FOR all enquiries and demonstrations; see the new colour range; we can supply dual colours at only £5 extra.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. The original distributors. [0017/R

SUSSEX distributors.—Prestwich (Hove). Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R

SOUTH Yorkshire and North Derbyshire.—Distributors. J. Glider & Co., Ltd., Cambridge St., Sheffield, 1. Tel 26358-9 Complete facilities. [0128/R

CROYDON.—H. Harmer Car Sales, Ltd., area dealers, 444-8 Brighton Rd., South Croydon. Uplands 8629. [0127/R

BROMLEY.—Volkswagen for immediate delivery.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2. [N2073

DONALD VINCE OF CROYDON have cars and transporters always in stock.—158-162, London Rd., Croydon. Tel. 9546. [0341/R

DISTRIBUTORS Devon, Cornwall and Somerset; demonstration models.—Lisburne Garage, Babbacombe Rd., Torquay 7041. [0785

VOLKSWAGEN.—Acland & Tabor, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3. De luxe saloons and transporters for immediate delivery. [N1001

EUROPEAN CARS, Ltd., distributors for London Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses. 129—131, Old Brompton Rd., S.W.7. Fre. 7722. [0900/R

VOLKSWAGEN

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 4361-7. [0519

NORTHAMPTON.—Immediate delivery of the Volkswagen de luxe saloon from the county agents.—Kingsthorpe Garage, Ltd., Northampton. Tel. 4297-8. [3776

DE luxe saloons, vans, Microbuses usually from stock; view any time by appointment! Full value for old vehicle.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [3093

N.W. LONDON authorised dealers, delivery from stock, demonstration any time; exchanges, terms.—Walter Scott, Ltd., 39, College Crescent, N.W.3 (Swiss Cottage Tube). Pri. 4466. [N4006

PRIDE & CLARKE, South London distributors.—All models available; any car welcomed in part exchange; tax and insurance included in terms over 2 years.—Stockwell Rd., S.W.9. Brixton 6251. [N3068

DAVIES MOTORS, Ltd., official distributors, demonstration cars available, latest models on display; full service and spares facilities; open on Saturday afternoon.—273, London Rd., Staines. Tel. 4211 (five lines).

V & F MONACO MOTORS for Volkswagen; immediate delivery saloons, early delivery vans, pick-ups; terms, exchanges.—6, Astwood Mews, Courtfield Rd., S.W.7. (Near Gloucester Road Stn.) Fremantle 4414. [0851/R

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life; exchanges, terms; demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy; double the distance at half the cost.—Details:

BENMOTORS, 1, Clarendon Rd., London, W.11 (50 yds. Holland Park Tube). Park 5066. [N1017

WILLYS

WILLYS (Cars and Jeeps). Sole Concessionaires.—Steel Griffiths, London, S.E 5. [0812/R

WOLSELEY

EW

EUSTACE WATKINS, Ltd., sole London distributors: early delivery 15/50, 6/90 models; part-exchange and hire-purchase.—12, Berkeley St., W.1. (Mayfair 5951), 12, Chelsea Manor St., S.W.3. (Flaxman 8181), 399, London Rd., Croydon (Thornton Heath 4283). [N4046

H. BEART & Co., Ltd.,

WOLSELEY distributors.

WELCOME enquiries and will be pleased to demonstrate the superb new Wolseley 6/90 and 15/50 saloons; hire purchase facilities; part exchange.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [N1081

ROWLAND SMITH'S for Wolseley.

EARLY delivery 4/44 and 6/90 saloons.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

WOLSELEY

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

NEW Wolseley 4/44 and 6/90 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1651. [N4009

WOLSELEY 6/90, black with maroon trim, at pre-increase price of £1,126/7.

WOLSELEY 4/44, maroon trim, at pre-increase price of £900/12.

E. CHANNON & Sons, Dorchester, Dorset. Tel. Dor. 13. [3845

DORKING MOTOR Co., Ltd.—New 15/50 in stock, early delivery 6/90.—Dorking 2256. [N1088

WOLSELEY 6/90, black, immediate.—F. L. Cranmore, Ltd. Tel. Potters Bar 2040. [N1062

WOLSELEY 6/90, grey/red, pre-increase price.—Dobsons, Ltd., Wolseley Agents. Staines 801. [N1074

R. C. WIMBUSH, Ltd., Wolseley stockists; offer early delivery 6/90 and 15/50 saloons; part exchange and h.p. facilities.—312, Earls Court Rd., London, S.W.5. [N4056

JACK ROSE, Ltd., Wolseley Agents; orders accepted for 15/50 and 6/90 saloons.—Stafford Rd., Wallington, Surrey. Wallington 6677. High St., Banstead. Burgh Heath 2376. [N3056

6/90 saloon new at pre-increase price, black; also 4/44 saloon new at pre-increase price, grey.—Fred Tompkins Motors, Ltd., Billing Rd. Garage, Northampton 2932/3. [3804

WOLSELEY 6/90, new, heron grey and red, with overdrive, for immediate delivery. For further enquiries for the new 15/50.—Queen's Park Garage, Ltd., Harborne, Birmingham, 17. Tel. Harborn 1055. [3958

MEBES & MEBES, Ltd. (est. 1893).—Wolseley specialists for over 30 years, offer early delivery of 15/50 and 6/90 saloons, with exceptional after-sales service facilities; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [N3012

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ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R

MEBES & MEBES, Ltd. (est. 1893), offer specialist service facilities for their full range of new cars; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mil. 2040/6642 [N3012

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover: full sales and service facilities; hire purchase and insurance arranged immediately; call, 'phone or write.—Marston Motor Co., Ltd., Sta. 8000. [0178/R

BRITAIN and back; the new car of your choice bought without purchase tax from £350 can await your arrival at London Airport; use it for your leave and let us arrange shipment back, and complete all formalities without charge for our services, gladly given; immediate air-mailed reply from Steele, Griffiths, Ltd., London, S.E.5, England. [0852/R

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1956 Vauxhall (Velox, Wyvern), or Austin (A50, A30), heater, radio, self-drive from 3gns per week, plus small mileage charge. (Summer 5gns.)

CHOICE of 3 rates, including unlimited mileage; Continental touring, A.A., R.A.C., membership; special facilities for overseas visitors.

SYNCHRO GARAGE, Ltd., 1, Petersham Mews, S.W.7. Western 4108/6507. Cables, Synchro, London. [0636/R

IVOR HILL, Ltd

NEW A40 Cambridge saloons for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wim. 5686. [0360/R

HOLIDAY Cars

FROM £7/10 per week.

J. DAVY.

RING Knightsbridge—Kni. 4211.

EARLS COURT—Fre. 6000.

PICCADILLY CIRCUS—Tra. 2021.

[0401/R

SELF DRIVE CARS, Kensington

NEW Austins, Fords, Morris, Standards, Vauxhalls; also Daimler Consorts; comprehensive insurance; special period rates for overseas visitors.

SELF DRIVE CARS, Adam & Eve Mews, W.8. Wes. 0802. Cables: "Britcars London." [0166/R

FOREST HILL 2432.—Self-drive and chauffeur-driven.—Moore Park Garage, 110, Woodvale, S.E.23. [0679/R

MANCHESTER.—Drive yourself 1954-1955 Vauxhalls: overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England; free.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [0646/R

1956 cars unlimited.—Grange Service Garage, 246, Romford Rd., Forest Gate. Mar. 2595. [0590/R

SMITH & HUNTER for self-drive; inclusive rates.—376, Kensington High St., W.14. Western 6417. [M4019

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Cordrington Mews, W.11. Park 9864-5. [0466/R

BEDFORD Dormobiles, Austins, Morris, self-drive hire.—Mayday Motors, Ltd., Mayday Rd., Croydon. Thornton Heath 3473-4-5. [0979/R

HAROLD H. HILLS GARAGE.—Garage accommodation, service, high-class self-drive.—3-5, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

CARS FOR HIRE

CONTRACT hire a new Ford saloon for 6 months from 86/- per week including tax, insurance and service with free mileage allowance of 7,500.

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1956 self-drive cars available for hire from Self Motoring, Ltd., 122, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bayswater 8229 (garage). [0055/R

IRISH touring.—Hire and drive a Morris Oxford, Minor or Chevrolet.—Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin. [0174/R

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage cars; cars delivered.—Bri. 5532 and 8637.—290, Milkwood Rd., Herne Hill, S.E.24. [0683/R

1956 A.A. membership, unlimited or limited mileage rates.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Pad. 2646/6801. [0322/R

1955 Zephyrs, 17gns a week, 600 miles; also new Consuls, Volkswagen, Somersets; request no limit tariff.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2646/6801. [0318/R

WIMBLEDON CAR HIRE, self-drive specialists, new Austin A40/50 Cambridge and A90 Westminsters, competitive rates.—Mansell Rd., S.W.19. Wimbledon 3834. [0811/R

BRUTONS self-drive hire.—1956 Fords, Zodiacs (overdrives), Consuls Mark II, Prefects, Populars; book now for holidays.—Lexham Gardens Mews, W.8. Fremantle 4975. [C1104

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [M2024/R

1956 cars in perfect condition, self drive from £1 per day, £5 per week, 4d per mile, all types; left-hand drive cars available in Dieppe, Paris and major Continental cities. Tel. 581. [3562

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RENT a Morris, Wolseley, M.G. or Riley car on annual contract from the largest 100% Nuffield self-drive hire car operators.—Haslemere Hire Cars, Morris House, Aldershot. Tel. 531. [3562

PALMERS OF KENSINGTON self-drive hire, 1955 Consul, Prefect and Anglia saloons, special period rate for overseas visitors.—3, Russell Garden Mews, Kensington, W 14. Park 9704 and 5968. [M3034

SELF-DRIVE post-war Austin A40s, new Fords, Morris Minors.—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103 and 135, High St., Bromley, Kent. Ravensbourne 0205. [0921/R

DRIVE YOURSELF HIRE Co. (LONDON), Ltd.—1956 cars, special rates for monthly or yearly contracts.—306, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5493; 20, Grosvenor Place, Victoria, S.W.1. Slo. 9644. [0507/R

CARS FOR HIRE

1955 self-drive Austins, A30/40/50s, Morris Minors, Fords, Vauxhall Wyverns/Velox, etc.; overseas visitors special facilities.—Sussex Motors, Burwood Mews, Edgware Rd., London, W.2. Amb. 5025 and Pad. 5306. [0589/R

CAR HIRE (MAYFAIR), Ltd., for Humber Pullman and Austin dependability, chauffeur driven; new A40/50 Cambridge and A90 Westminsters to drive yourself, competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689. [0084/R

WELBECK CAR HIRE offer:—New self-drive cars, no mileage charge; you just pay a flat rental and that is all.—Populars one day £1/15, 24 hours £2/10, one week £12/10, new Anglias at £3 per day and £16 per week.

WELBECK CAR HIRE, 22, Crawford St., London, W.1 (near Baker Street Station), Welbeck 3991. Office hours 8 a.m. to 6 p.m., Sundays 8 a.m. to noon. [0631/R

CHOICE of new Ford Popular, Prefect, Escort Estate, new type Consul, or Morris Cowley saloons, can be hired for self-drive with special terms for overseas visitors at—Gee Cars, Ltd., 60-62, Queenstown Rd., S.W.8, or 169, Fulham Rd., Chelsea, S.W.3. Tel. Macaulay 3363 or Knightsbridge 4733. [0091/R

SELF-DRIVE.—Coming on leave, visiting Britain? Our unequalled rates for vacation period hire slim your motoring budget. Example: three months' hire, new Ford Prefect, 7gns per week; Austin Cambridge, 8gns; rates available during extended off-season period; unlimited mileage.

HOME & OVERSEAS MOTORS, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [0031/R

OVERSEAS visitors, a fleet of 1955 Austin Drivehyre saloons for hire to drive yourself with unlimited mileage; send for illustrated brochure to Drivehyre Cars, Ltd., Head Office, Kingsway, Newport, Mon. Saloons also available for the home market at 13, Drivehyre stations throughout Britain. [0211/R

STEELE GRIFFITHS' Overseas Visitors' Branch at London Airport's north entrance.—Self-drive new Vauxhalls and Fords; inclusive unlimited mileage rates; specialists in long-term home-leave hire at London's lowest rates. See also under Miscellaneous Cars.—Immediate airmailed details from Steele Griffiths, Ltd., London, S.E.5, England. Tel Rodney 2201. [0814/R

DO a "good deal" better with Carr Bros. on self-drive or chauffeured hire; best cars; best terms with choice of tariffs from nearest of 5 branches.—Ger. 6678-9; Renown 6393; Uplands 4811; Hounslow 4606; Wallington 1006. Call-write Soho Garage, 21, Soho Sq., London, W.1, for particulars. Branch opposite London Airport. Head Office—Purley. (Cables: "Carribros, Croydon, England.") [1041

SELF-DRIVE hire—always latest models including the new Ford Consul and Zodiac, Prefect, Morris Oxford, Isis or Jaguar Mark VII, all perfectly maintained in every way when on rent from Victor Britain; all petrol and oil free; from £1 a day and 6d a mile; less for long hires.—Victor Britain, Ltd., 12a, Berkeley St., London W.1. Grosvenor 4881. Hertz Rent-A-Car System licensee. [0587

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

SLOUGH CAR HIRE.—New Austin A40/50 Cambridge saloons, alternative terms, mileage or unlimited mileage at reasonable rates; self-drive.—Slough Car Hire, Self-Drive Specialists, rear 36, Mackenzie St. Tel. Slough 20501. [0253/R

DRIVE yourself hire.—1956 saloons, choice of Austins A30, A40, A50, A90s, Standards 8-10s, from £1 per day, with unlimited mileage for period hire; overseas visitors, both old and new clients, especially welcomed; we have been pioneers of self-drive hire for over 30 years.—Write, 'phone or call, H. J. Edwards & Co., Ltd. (Est. 1918), 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [M2001

DAY AND NIGHT SERVICE

A.O. (Always open). N.S. (Not Sunday).

ASHFORD Middx.—Herbert & Mills, Ltd., Church Rd., R.A.C. and A.A. repts. Tel. 2678, 2960. A.O. [2222/R

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RAYMOND WAY.

RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car; if the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference. RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [0831/R

ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.

ROWLAND SMITH for hire purchase terms, private and confidential; immediate delivery in approved cases; references and guarantors not essential, cash refunded on exchanges, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [M4018/R

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CAR badges supplied; schools, clubs, regiments, warships, R.A.F. squadrons; 30/-; brochure free.—Montague Jeffrey, St. Giles St., Northampton. [2988

SAINT Christopher Car Badges 2½in×3¼in, finished in chromium and black, on solid brass; 10/- each. —Illsley, 59, Betterton Rd., Rainham, Essex. [3667

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PYE, as new, 1956, 6-volt, one only; £18.—Pri. 6159. [3889

EKCO accredited dealers; qualified mechanics are always available for car radio repairs.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0220/R

MOTOROLA, world's finest motor radio, sole licensees and registered users.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambassador 1837. [0162/R

J. DAVY, Ltd., car radio specialists.—H.M.V., Smiths, Radiomobile, Philco, Ekco, Philips; expert installations and service by factory-trained engineers.—Enquiries: 241, North End Rd., W.14. Fulham 3321. [0159/R

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PETROL containers; new one gallon safety petrol container, airtight and leakproof, patent non-spill cap, attractively finished in blue; 27/6.
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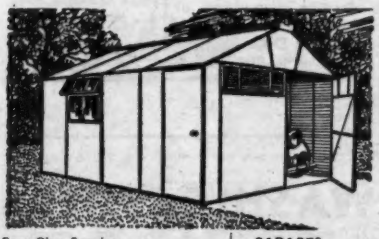

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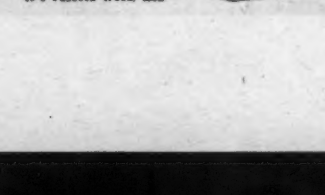

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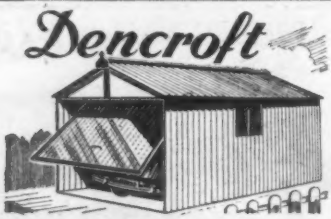

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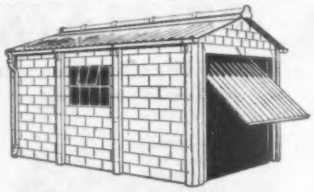

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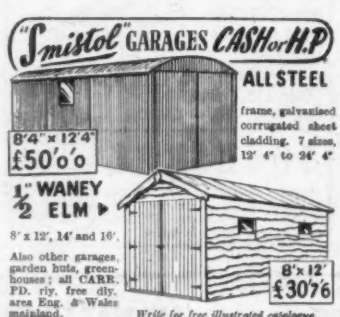

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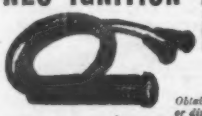

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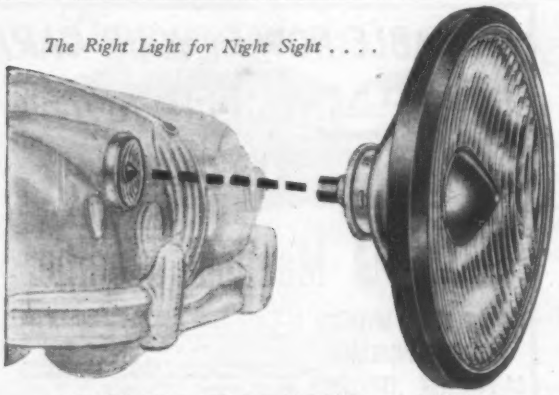

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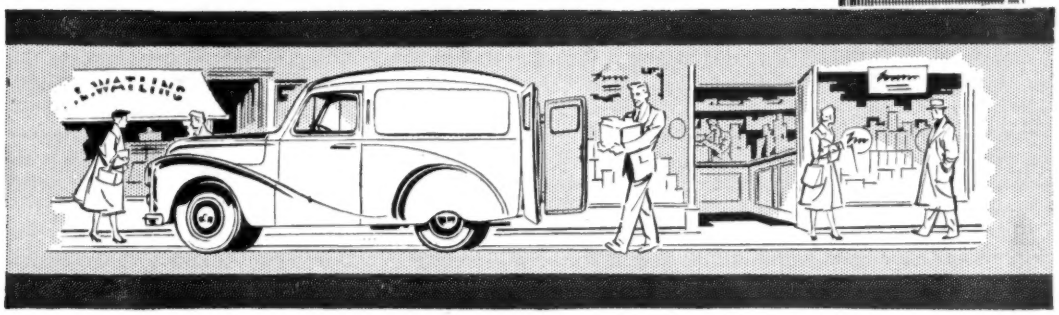

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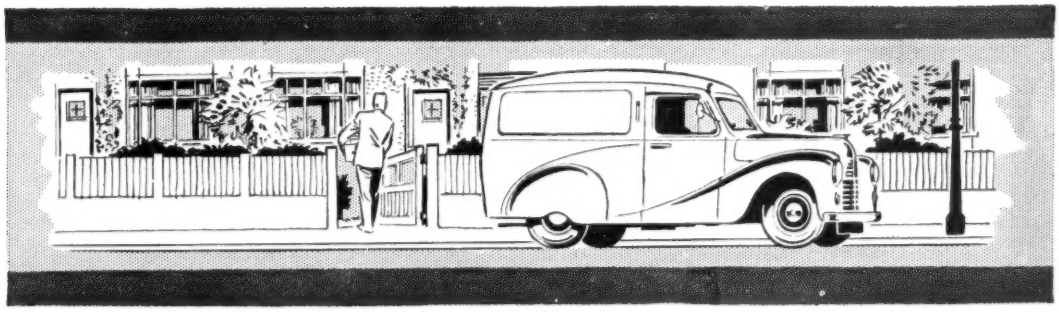

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